AGARD-INDEX 83-85

AGARD-INDEX 83-85 ADVISORY GROUP FOR AEROSPACE RESEARCH & DEVELOPMENT AD-A186 138 7 RUE ANCELLE 92200 NEUILLY SUR SEINE FRANCE **AGARD Index of Publications** 1983-1985 This document has been approved for public release and sale; its NORTH ATLANTIC TREATY ORGANIZATION

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NORTH ATLANTIC TREATY ORGANIZATION ADVISORY GROUP FOR AEROSPACE RESEARCH AND DEVELOPMENT (ORGANISATION DU TRAITE DE L'ATLANTIQUE NORD)

AGARD INDEX OF PUBLICATIONS
1983-1985

THE MISSION OF AGARD

The mission of AGARD is to bring together the leading personalities of the NATO nations in the fields of science and technology relating to aerospace for the following purposes:

- Exchanging of scientific and technical information;
- Continuously stimulating advances in the aerospace sciences relevant to strengthening the common defence posture;
- Improving the co-operation among member nations in aerospace research and development;
- Providing scientific and technical advice and assistance to the Military Committee in the field of aerospace research and development (with particular regard to its military application);
- Rendering scientific and technical assistance, as requested, to other NATO bodies and to member nations in connection with research and development problems in the aerospace field;
- Providing assistance to member nations for the purpose of increasing their scientific and technical potential;
- Recommending effective ways for the member nations to use their research and development capabilities for the common benefit of the NATO community.

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PREFACE

This volume provides abstracts and indexes for AGARD publications published during the period 1983 – 1985. By an arrangement with the U.S. National Aeronautics and Space Administration (NASA) in Washington, D.C., the NASA computerized data base has been used to prepare this publication.

Full bibliographic citations and abstracts for all the documents in this publication are given in the abstract section, which is organized in the major subject divisions and specific categories used by NASA in its abstract journals and bibliographies. The major subject divisions are listed in the Table of Contents, together with a note for each that defines its scope and provides any cross-references. Category breaks in the abstract section are identified by category number and title, and a scope note. Within each category, the abstracts are arranged by series and year.

Five indexes -- Subject (based on NASA Thesaurus nomenclature), Personal Author, Corporate Source, Report/Accession Number, and Accession Number -- are included. Sample entries are shown on the first page of each index.

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TABLE OF CONTENTS

Part 1: Abstracts

AERONAUTICS

Includes aeronautics (general); aerodynamics; air transportation and safety; aircraft communications and navigation; aircraft design, testing and performance; aircraft instrumentation; aircraft propulsion and power; aircraft stability and control; and research and support facilities (air).

For related information see also Astronautics.

01 AERONAUTICS (GENERAL)

N.A.

R5

02 AERODYNAMICS

75 Includes aerodynamics of bodies, combinations, wings, rotors, and control surfaces; and internal flow in ducts and turbomachinery.

For related information see also 34 Fluid Mechanics and Heat Transfer

03 AIR TRANSPORTATION AND SAFETY

Includes passenger and cargo air transport operations; and aircraft accidents.

For related information see also 16 Space Transportation and 85 Urban Technology and Transportation.

04 AIRCRAFT COMMUNICATIONS AND NAVIGATION

Includes digital and voice communication with aircraft; air navigation systems (satellite and ground based); and air traffic control.

For related information see also 17 Spacecraft Communications, Command and Tracking and 32 Communications.

05 AIRCRAFT DESIGN, TESTING AND PERFORMANCE

Includes aircraft simulation technology.

For related information see also 18 Spacecraft Design, Testing and Performance and 39 Structural Mechanics.

06 AIRCRAFT INSTRUMENTATION

130

Includes cockpit and cabin display devices; and flight

For related information see also 19 Spacecraft Instrumentation and 35 Instrumentation and Photography.

07 AIRCRAFT PROPULSION AND POWER

includes prime propulsion systems and systems components, e.g., gas turbine engines and compressors; and on-board auxiliary power plants for aircraft.

For related information see also 20 Spacecraft Propulsion and Power, 28 Propellants and Fuels, and 44 Energy Production and Conversion.

08 AIRCRAFT STABILITY AND CONTROL Includes aircraft handling qualities; piloting; flight

controls; and autopilots.

09 RESEARCH AND SUPPORT

FACILITIES (AIR)

Includes airports, hangars and runways; aircraft repair and overhaul facilities; wind tunnels; shock tube facilities; and engine test blocks.

For related information see also 14 Ground Support Systems and Facilities (Space).

ASTRONAUTICS

Includes astronautics (general); astrodynamics; ground support systems and facilities (space); launch vehicles and space vehicles; space transportation; spacecraft communications, command and tracking; spacecraft design, testing and performance; spacecraft instrumentation; and spacecraft propulsion and power.

For related information see also Aeronautics

12 ASTRONAUTICS (GENERAL)

For extraterrestrial exploration see 91 Lunar and Planetary Exploration.

13 ASTRODYNAMICS

Includes powered and free-flight trajectories; and orbit and launching dynamics.

14 GROUND SUPPORT SYSTEMS AND

FACILITIES (SPACE)

N.A.

Includes launch complexes, research and production facilities; ground support equipment, e.g., mobile transporters; and simulators.

For related information see also 09 Research and Support Facilities (Air).

15 LAUNCH VEHICLES AND SPACE VEHICLES

Includes boosters; manned orbital laboratories; reusable vehicles; and space stations.

16 SPACE TRANSPORTATION

Includes passenger and cargo space transportation, e.g., shuttle operations; and rescue techniques.

For related information see also 03 Air Transportation and Safety and 85 Urban Technology and Transportation.

17 SPACECRAFT COMMUNICATION.

COMMAND AND TRACKING

N.A.

Includes telemetry; space communications networks; astronavigation; and radio blackout.

For related information see also 04 Aircraft Communications and Navigation and 32 Communications.

18 SPACECRAFT DESIGN, TESTING AND **PERFORMANCE**

143

Includes spacecraft thermal and environmental control; and attitude control.

For life support systems see 54 Man/System Technology and Life Support. For related information see also 05 Aircraft Design, Testing and Performance and 39 Structural Mechanics.

19 SPACECRAFT INSTRUMENTATION

For related information see also 06 Aircraft Instrumentation and 35 Instrumentation and Photography.

20 SPACECRAFT PROPULSION AND

Includes main propulsion systems and components, e.g., rocket engines; and spacecraft auxiliary power SOUTCES.

For related information see also 07 Aircraft Propulsion and Power, 28 Propellants and Fuels, and 44 Energy Production and Conversion.

CHEMISTRY AND MATERIALS

Includes chemistry and materials (general); composite materials; inorganic and physical chemistry; metallic materials; nonmetallic materials; and propellants and fuels.

23 CHEMISTRY AND MATERIALS (GENERAL) 149

Includes biochemistry and organic chemistry.

24 COMPOSITE MATERIALS 152

Includes laminates.

25 INORGANIC AND PHYSICAL CHEMISTRY

Includes chemical analysis, e.g., chromatography: combustion theory; electrochemistry; and photochem-

For related information see also 77 Thermodynamics and Statistical Physics.

26 METALLIC MATERIALS 156

Includes physical, chemical, and mechanical properties of metals, e.g., corrosion; and metallurgy.

27 NONMETALLIC MATERIALS N.A

Includes physical, chemical, and mechanical properties of plastics, elastomers, lubricants, polymers, textiles, adhesives, and ceramic materials.

28 PROPELLANTS AND FUELS 158

Includes rocket propellants, igniters, and oxidizers; storage and handling; and aircraft fuels.

For related information see also 07 Aircraft Propulsion and Power, 20 Spacecraft Propulsion and Power, and 44 Energy Production and Conversion.

ENGINEERING

Includes engineering (general); communications; electronics and electrical engineering; fluid mechanics and heat transfer; instrumentation and photography; lasers and masers; mechanical engineering; quality assurance and reliability; and structural mechanics.

For related information see also Physics.

31 ENGINEERING (GENERAL) 15

Includes vacuum technology; control engineering; display engineering; and cryogenics.

32 COMMUNICATIONS 158

Includes land and global communications; communications theory; and optical communications.

For related information see also 04 Aircraft Communications and Navigation and 17 Spacecraft Communications, Command and Tracking.

33 ELECTRONICS AND ELECTRICAL ENGINEERING

Includes test equipment and maintainability; components, e.g., tunnel diodes and transistors; microminiaturization; and integrated circuity.

For related information see also 60 Computer Operations and Hardware and 76 Solid-State Physics.

34 FLUID MECHANICS AND HEAT TRANSFER

193

Includes boundary layers; hydrodynamics; fluidics; mass transfer; and ablation cooling.

For related information see also 02 Aerodynamics and 77 Thermodynamics and Statistical Physics.

35 INSTRUMENTATION AND

PHOTOGRAPHY

197

Includes remote sensors; measuring instruments and gages; detectors: cameras and photographic supplies; and holography.

For aerial photography see 43 Earth Resources. For related information see also 06 Aircraft Instrumentation and 19 Spacecraft Instrumentation.

36 LASERS AND MASERS

N.A.

Includes parametric amplifiers.

37 MECHANICAL ENGINEERING

197

Includes auxiliary systems (non-power); machine elements and processes; and mechanical equipment.

38 QUALITY ASSURANCE AND RELIABILITY

N.A.

Includes product sampling procedures and techniques; and quality control.

39 STRUCTURAL MECHANICS

198

Includes structural element design and weight analysis; fatigue; and thermal stress.

For applications see 05 Aircraft Design, Testing and Performance and 18 Spacecraft Design, Testing and Performance.

GEOSCIENCES

Includes geosciences (general); earth resources; energy production and conversion; environment pollution; geophysics; meteorology and climatology; and oceanography.

For related information see also Space Sciences.

42 GEOSCIENCES (GENERAL)

N.A.

43 EARTH RESOURCES

201

Includes remote sensing of earth resources by aircraft and spacecraft; photogrammetry; and aerial photography.

For instrumentation see 35 Instrumentation and Photography.

44 ENERGY PRODUCTION AND CONVERSION

N.A.

Includes specific energy conversion systems, e.g., fuel cells and batteries; global sources of energy; fossil fuels; geophysical conversion; hydroelectric power; and wind power.

For related information see also 07 Aircraft Propulsion and Power, 20 Spacecraft Propulsion and Power, 28 Propellants and Fuels, and 85 Urban Technology and Transportation.

45 ENVIRONMENT POLLUTION

N.A.

Includes air, noise, thermal and water pollution; environment monitoring; and contamination control.

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187

46 GEOPHYSICS	N.A.
Includes aeronomy; upper and lower	atmosphere
studies; ionospheric and magnetospheric	physics; and
geomagnetism.	

For space radiation see 93 Space Radiation.

47 METEOROLOGY AND CLIMATOLOGY N.A. Includes weather forecasting and modification.

48 OCEANOGRAPHY N.A. Includes biological, dynamic and physical oceanography; and marine resources.

LIFE SCIENCES

Includes sciences (general); aerospace medicine; behavioral sciences; man/system technology and life support; and planetary biology.

51 LIFE SCIENCES (GENERAL) N.A. Includes genetics.

52 AEROSPACE MEDICINE
Includes physiological factors; biological effects of radiation; and weightlessness.

53 BEHAVIORAL SCIENCES N.A.
Includes psychological factors; individual and group behavior; crew training and evaluation; and psychiatric research.

54 MAN/SYSTEM TECHNOLOGY AND
LIFE SUPPORT 228
Includes human engineering; biotechnology; and space suits and protective clothing.

55 PLANETARY BIOLOGY N.A. Includes exobiology; and extraterrestrial life.

MATHEMATICAL AND COMPUTER SCIENCES

Includes mathematical and computer sciences (general); computer operations and hardware; computer programming and software; computer systems; cybernetics; numerical analysis; statistics and probability; systems analysis; and theoretical mathematics.

59 MATHEMATICAL AND COMPUTER SCIENCES (GENERAL) N.A

60 COMPUTER OPERATIONS AND HARDWARE 23 Includes computer graphics and data processing.

For components see 33 Electronics and Electrical Engineering.

61 COMPUTER PROGRAMMING AND SOFTWARE N.A. Includes computer programs, routines, and algorithms.

62 COMPUTER SYSTEMS
Includes computer networks.

63 CYBERNETICS N.A. Includes feedback and control theory.
For related information see also 54 Man/System Technology and Life Support.

64 NUMERICAL ANALYSIS N.A. Includes iteration, difference equations, and numerical approximation.

65 STATISTICS AND PROBABILITY N.A. Includes data sampling and smoothing; Monte Carlo method; and stochastic processes.

66 SYSTEMS ANALYSIS
Includes mathematical modeling; network analysis; and operations research.

67 THEORETICAL MATHEMATICS N.A. Includes topology and number theory.

PHYSICS

Includes physics (general); acoustics; atomic and molecular physics; nuclear and high-energy physics; optics; plasma physics; solid-state physics; and thermodynamics and statistical physics.

For related information see also Engineering.

70 PHYSICS (GENERAL) N.A.
For geophysics see 46 Geophysics. For astrophysics see 90 Astrophysics. For solar physics see 92 Solar Physics.

71 ACOUSTICS N.A. Includes sound generation, transmission, and attenuation.

For noise pollution see 45 Environment Pollution.

72 ATOMIC AND MOLECULAR PHYSICS N.A. Includes atomic structure and molecular spectra.

73 NUCLEAR AND HIGH-ENERGY
PHYSICS N.A.
Includes elementary and nuclear particles; and reactor theory.
For space radiation see 93 Space Radiation.

74 OPTICS 236 Includes light phenomena.

75 PLASMA PHYSICS N.A. Includes magnetohydrodynamics and plasma fusion. For ionospheric plasmas see 46 Geophysics. For space plasmas see 90 Astrophysics.

76 SOLID-STATE PHYSICS N.A. Includes superconductivity.
For related information see also 33 Electronics and Electrical Engineering and 36 Lasers and Masers.

77 THERMODYNAMICS AND STATISTICAL PHYSICS N.A. Includes quantum mechanics; and Bose and Fermi statistics.

For related information see also 25 Inorganic and Physical Chemistry and 34 Fluid Mechanics and Heat Transfer.

SOCIAL SCIENCES

Includes social sciences (general); administration and management; documentation and information science; economics and cost analysis; law and political science; and urban technology and transportation.

80 SOCIAL SCIENCES (GENERAL) N.A. Includes educational matters.

81 ADMINISTRATION AND
MANAGEMENT N.A.
Includes management planning and research.

82 DOCUMENTATION AND INFORMATION SCIENCE 239 Includes information storage and retrieval technology; micrography; and library science.

For computer documentation see 61 Computer Programming and Software.

83 ECONOMICS AND COST ANALYSIS N.A. Includes cost effectiveness studies.

84 LAW AND POLITICAL SCIENCE N.A. Includes space law; international law; international cooperation; and patent policy.

85 URBAN TECHNOLOGY AND TRANSPORTATION

TRANSPORTATION N.A.
Includes applications of space technology to urban problems: technology transfer; technology assessment; and surface and mass transportation

For related information see 03 Air Transportation and Safety, 16 Space Transportation, and 44 Energy Production and Conversion

GENERAL

99 GENERAL

SPACE SCIENCES

Includes space sciences (general); astronomy; astrophysics; lunar and planetary exploration; solar physics; and space radiation.

For related information see also Geosciences.

88 SPACE SCIENCES (GENERAL)

N.A.

89 ASTRONOMY

N.A.

Includes radio and gamma-ray astronomy; celestial mechanics; and astrometry.

90 ASTROPHYSICS N.A. Includes cosmology and interstellar and interplanetary gases and dust.

91 LUNAR AND PLANETARY EXPLORATION

ΝΔ

Includes planetology; and manned and unmanned flights.

For spacecraft design see 18 Spacecraft Design, Testing and Performance. For space stations see 15 Launch Vehicles and Space Vehicles.

92 SOLAR PHYSICS N.A. Includes solar activity, solar flares, solar radiation and

sunspots.

93 SPACE RADIATION N.A. Includes cosmic radiation; and inner and outer earth's

Includes cosmic radiation; and inner and outer earth's radiation belts.

For biological effects of radiation see 52 Aerospace Medicine. For theory see 73 Nuclear and High-Energy Physics.

N.A.

Part 2: Indexes

SUBJECT INDEX	A-1
PERSONAL AUTHOR INDEX	B -1
CORPORATE SOURCE INDEX	C-1
REPORT / ACCESSION NUMBER INDEX	
ACCESSION NUMBER INDEX	

TYPICAL CITATION AND ABSTRACT

AVAILABLE ON MICROFICHE

NASA ACCESSION NUMBER	CORPORATE N83-22101# Crouzet Aerospace and Systems, Valence SOURCE (France).
TITLE	ANEMOBAROMETRIC SYSTEMS FOR NEXT GENERATION AIRCRAFT (SYSTEMES ANEMOBAROMETRIQUES POUR AVIONS DE LA PROCHAINE GENERATION)
AUTHOR	9 p (SEE N83-22093 12-01) Jan. 1983 refs in FRENCH Avail:_NTIS HC A11/MF A01
SOURCE	Major principles and significant results are presented for a general study of the vehicles for anemometry and barometry of the next generation aircraft. The evolution of equipment in the
	past is reviewed and recent trends are presented which represent ABSTRACT two different concepts - integrated systems and specific systems. A survey conducted in 1980 among numerous organizations in France as well as in the United States shows that the second solution has more supporters. ABSTRACT ABSTRACT

AGARD INDEX OF PUBLICATIONS (1983-1985)

ABSTRACT SECTION

01

AERONAUTICS (GENERAL)

N83-22093# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France)

ADVANCES IN GUIDANCE AND CONTROL SYSTEMS

Jan. 1983 240 p refs Symp. held in Lisbon, 12-14 Oct. 1982 In ENGLISH and FRENCH

(AD-A125687; ISBN-92-835-0324-4; AGARD-CP-321) Avail: NTIS HC A11/MF A01

Advances in optimal control theory, synthesis techniques and design methodology applicable to aircraft control are discussed. The rapidly developing technologies in computation, data distribution systems, computer aided design methods and data bases which permit application of theories and synthesis methods heretofore impractical are discussed. Aspects of these emerging technologies ranging from theory through applications including aircraft, missiles, space vehicles and unmanned vehicles are discussed. Automatic flight control, airborne/spaceborne computers, and air navigation are emphasized. For individual titles, see N83-22094 through N83-22111.

N83-22094# Systems Technology, Inc., Hawthorne, Calif. PROGRESS AND PITFALLS IN ADVANCED FLIGHT CONTROL

D. MCRUER In AGARD Advan. in Guidance and Control Systems 17 p (SEE N83-22093 12-01) Jan 1983 refs Avail. NTIS HC A11/MF A01

Unfavorable side effects the conjunction multiple-fail-operational fly-by-wire flight high-performance new aircraft technology are discussed Greater flight control system (FCS) complexity and cost are obvious disadvantages but other unfavorable effects are more subtle. The first is associated with the flight control and flying qualities of unstable relaxed static stability aircraft. In solving the control problem an equivalent vehicle is created in which the key dynamic properties comprise a mix of FCS and airframe parameters. Unfortunately, the equivalent vehicle dynamics may no longer correspond to those of conventional aircraft. Instead, they are different in kind as well as degree. There are very few flying quality data that are appropriate for such systems and, not surprisingly, existing criteria are difficult or impossible to apply directly. Such data as do exist are summarized and implications for possible criteria developed. The second issue is the accumulation of lags and delays resulting when stick and flexible mode suppression filters, high-frequency actuation dynamics, and computational delays, are combined. These give rise to a net effective time lag or delay in the vehicle dynamics as seen by the pilot which, if excessive, can cause serious piloting problems. The third example focuses on some of the peculiarities associated with sampled, as contrasted with continuous, control.

N83-22095# Office National d'Etudes et de Recherches Aeronautiques, Paris (France).

IMPROVED TRACKING REGULATORS FOR AIRCRAFT HIGHLY MANEUVERABLE PILOTING DE REGULATEURS DE POURSOUTE REALISATION AMELIORES POUR LE PILOTAGE DES AVIONS A GRANDE MASOEUVRABILITE!

In AGARD Advan, in Guidance and Control O I MERCIER Systems 13 p (SEE N83-22093 12-01) Jan. 1983 refs Avail: NTIS HC A11/MF A01

The multivariable control of an highly maneuvering aircraft in an extended flight envelope is receiving a growing attention in recent years. From the control designer point of view, it bears close relationship to the servomechanism problem in the sense that a vector of output variables is regulated to track continuously set command variables. This tracking problem is further complicated by the fact that, in the range of considered maneuvers, the dynamic model is highly nonlinear, variable about the flight domain, and prone to severe modeling errors and variations. Yet, piloting objectives must be met while satisfying handling qualities specifications. In addition, tracking must be maintained under continuously acting external disturbances and low-frequency turbulence must be rejected. Important defects of classical methods are shown and an improved theory is presented and applied to the fighter control problem. Tolerance of model mismatch and nonlinearities is especially demonstrated in numerical simulations.

N83-22096# Salford Univ. (England). Dept. of Aeronautical and Mechanical Engineering.
MICROPROCESSOR IMPLEMENTATION OF FAST-SAMPLING

DIRECT DIGITAL FLIGHT-MODE CONTROLLERS

B. PORTER, A. BRADSHAW, A. GARIS, and M. A. WOODHEAD In AGARD Advan. in Guidance and Control Systems 8 p (SEE N83-22093 12-01) Jan. 1983 refs

Avail: NTIS HC A11/MF A01

Some general results are extended to allow for a computational time-delay of up to one sampling period by a simple modification of the control algorithms. The resulting control algorithms are simple to implement and provide tight non-interacting control. Their efficiency and effectiveness are demonstrated by the presentation of the results of a laboratory microprocessor implementation in which the controllers are required to effect fuselage pitch pointing and vertical translation maneuvers in the case of an analogue computer representation of the YF-16 aircraft

N83-22097# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Oberpfaffenhofen (West Germany). Inst fuer Dynamik der Flugsysteme

SYSTEMATIC COMPUTER AIDED CONTROL DESIGN

G. GRUEBEL and G. KREISSELMEIER In AGARD Advan. in Guidance and Control Systems 7 p (SEE N83-22093 12-01) Jan

Avail: NTIS HC A11/MF A01

Computerized synthesis techniques of modern control theory are in widespread use, but a number of fundamental design problems still remain. They are the design specfications problem, the free design parameter problem, the plant complexity versus controller simplicity problem, and the dirty design environment problem. A design procedure which comes close to solving these design problems is recommended: it is an iterative design technique using a performance index vector which provides a systematic guidance for the designer to take care of multiple design objectives simultaneously and individually. As a design tool unconstrained

NOTICE

The single asterisk following the accession number indicates that the report is NASA sponsored.

parameter optimization is used. A practical application is briefly reported: The design of a robust control loop for a fighter aircraft where 42 performance criteria of 9 different sorts have been considered simultaneously.

N83-22098# Rome Univ. (Italy). School of Aerospace Engineering.
DIGITAL IMPLEMENTATION OF A LASER ACTIVE FLIGHT CONTROL SYSTEM WITH PROCESSED DECOUPLED STATES
A. DANESI In AGARD Advan. in Guidance and Control Systems 14 p (SEE N83-22093 12-01) Jan. 1983 refs
Avail: NTIS HC A11/MF A01

The results of the state variable decoupling theory are applied to decouple the roll and yaw lateral motion as required to satisfy independently maneuvering and trajectory following specifications. The rudder channel gains, yielding the decoupling process and forcing the vehicle transient behaviour to reproduce the desired response, are computed and the resulting multi-input-multi-output autopilot feedback structure is described. The software aspects of the digital autopilot, including the laser package and microprocessors resolving the control laws, are presented and the system simulation results are shown for the evaluation of the system dynamical behaviour in response to a wind shear perturbation.

N83-22099# Technische Univ., Clausthal-Zellerfeld (West Germany). Lehrstuhl fuer Regeltechnik und Electronik. IMAGE SUPPORTED NAVIGATION IN LOW ALTITUDES BASED ON THE DETECTION OF ROADS AND RIVERS

R. D. THERBURG In AGARD Advan. in Guidance and Control Systems 7 p (SEE N83-22093 12-01) Jan. 1983 Avail: NTIS HC A11/MF A01

If a flight navigation system has to operate independently of ground stations or satellites, it has to be updated by acquisition of ground data. Position-fixing by automated detection of rivers, roads, and other traffic routes in the visual image underneath the aircraft is discussed. These patterns, undistorted even if viewed from low altitudes, are detected by an electrooptical sensor, which correlates the image with a rotating slit. As this sampling pattern is matched to line-shaped image patterns, traffic routes are detected in highly structured background in spite of weak contrast. For position fixing data of detected traffic routes are fed to a micro computer on board, to be compared with stored map data of traffic routes. This approach forced the development of a suitable nonlinear filtering method, yielding an optimal estimation of the real position and thereby the position offset of a dead reckoning system.

N83-22100# RCA Government Systems Div., Cherry Hill, N.J. DESIGN AND SIMULATION OF AN INTELLIGENT MISSILE SEEKER

J. HAYMAN In AGARD Advan. in Guidance and Control Systems 15 p (SEE N83-22093 12-01) Jan 1983 refs Avail. NTIS HC A11/MF A01

An intelligent tracking algorithm for an IR imaging missile seeker and a method of evaluating its performance in simulated flight is described. The missile is a fire-and-forget, shoulder-launched, anti-tank weapon that lofts to an altitude of approximately 150 meters and then homes toward the target using proportional guidance. A gyro stabilized seeker is precessed to the target by pointing commands. These pointing commands are developed from an imaging sensor by a new tracking algorithm that performs well in a highly cluttered background. Both the tracking algorithm design and its evaluation in missile flights were accomplished using a digital computer simulation called HUGGER. This program includes a 6 degree-of-freedom missile simulation, a detailed seeker model, a three-dimensional model of the target, a two-dimensional background model, and the intelligent tracking algorithm. Sensor images of the target as seen from the missile are formed on a 64 x 128 pixel infrared charge coupled device array. The algorithm utilizes three features within the image, intensity, spatial frequency, and internal gradients. A multithresholding technique is also described which enhances target discrimination

N83-22101# Crouzet Aerospace and Systems, Valence (France).

ANEMOBAROMETRIC SYSTEMS FOR NEXT GENERATION AIRCRAFT (SYSTEMES ANEMOBAROMETRIQUES POUR AVIONS DE LA PROCHAINE GENERATION)

J. MANDLE In AGARD Advan in Guidance and Control Systems 9 p (SEE N83-22093 12-01) Jan. 1983 refs. In FRENCH Avail: NTIS HC A11/MF A01

Major principles and significant results are presented for a general study of the vehicles for anemometry and barometry of the next generation aircraft. The evolution of equipment in the past is reviewed and recent trends are presented which represent two different concepts - integrated systems and specific systems A survey conducted in 1980 among numerous organizations in France as well as in the United States shows that the second solution has more supporters.

Transl. by A.R.H.

N83-22102# Smiths Industries Ltd., Bishops Cleeve (England). Aerospace and Defence Systems Div.

THE USE OF MULTIPLEX DATA BUSES IN A HIGH INTEGRITY SYSTEM

P. CROUCH and A. G. SEABRIDGE (British Aerospace Aircraft Group) In AGARD Advan. in Guidance and Control Systems 11 p (SEE N83-22093 12-01) Jan. 1983 refs Avail: NTIS HC 411/MF A01

The utility systems of an aircraft were analyzed and shown to benefit considerably from integration into a connected system with shared processing resources. The MIL-STD-15538 data bus was selected as the most cost effective tool for integration, but raises problems connected with ensuring the safety of the aircraft. Careful design of the data bus components and controllers with particular attention being paid to built-in-test techniques and in the functional segregation of the interfaces, subsystems and computing facilities has allowed a sufficiently reliable system to be designed and this is now entering full scale development.

N83-22103# Singer-Kearfott, Wayne, N. J.
ADVANCED DESIGN AND PERFORMANCE OPTIMIZATION
TECHNIQUES UTILIZED TO DEVELOP THE F-111
WEAPONS/NAVIGATION COMPUTER (WNC)
A. J. SHAPIRO In AGARD Advan. in Guidance and Control

A. J. SHAPIRO In AGARD Advan, in Guidance and Control Systems 14 p (SEE N83-22093 12-01) Jan 1983 Avail: NTIS HC A11/MF A01

A new weapons navigation computer (WNC)(AN/AYK-18) to provide the F-111 with an upgraded central computer to serve through the 1990's is discussed. The goals for this computer were increased computational capability, increased reliability, operability with existing (CP-2/CP-2 EX) and future (MIL-STD-1750) Instruction Set Architectures (ISA's), and form, fit and function compatibility with its AN/AK-6 predecessor. By the systematic application of design, performance and cost trade-offs, all essential goals were achieved. Computational capability improvement was achieved by using a 32-bit Central Processor Unit (CPU), memory and local bus and a 16-bit bus and architecture for the remainder of the computer. Reliability was improved by employing Kearfott's hollow card cooling concept and thereby keeping all components well below their critical temperatures. The ISA's for both AN/AYK-6 and AN/AYK-18 were embedded in microcode and selectable by software. The resultant WNC has an affordable production cost, can emulate the required ISA's, has a predicted reliability of over 3000 hours, a throughput of 462 KOPS. Built-In Test (BIT) to the card level and is interchangeable with the AN/AYK-6.

N83-22104# Royal Aircraft Establishment, Farnborough (England) Flight Systems Dept.

A MODULAR APPROACH TO HIGH RELIABILITY SOFTWARE GENERATION WITH APPLICATION TO NONLINEAR CONTROL

S M WRIGHT and J. S WINTER In AGARD Advan in Guidance and Control Systems 11 p (SEE N83-22093 12-01) Jan. 1983

Avail: NTIS HC A11/MF A01

This paper describes an interlocking set of techniques covering control law and control system architecture design, documentation and validation. These address the problems experienced by the airframe manufacturer in proving the integrity of a digital control system (hardware and software) in such a way that the undoubted power and flexibility of digital techniques can be fully exploited.

An idealized processor architecture and instruction set is presented and its application illustrated by reference to a set of nonlinear control laws. This shows how the control law coding and verification can be eliminated as a separate step in the design process. Finally the beneficial effect of the control law structure on the process of failure identification and subsequent failure management is described.

Author

N83-22105# Calspan Advanced Technology Center, Buffalo, N Y

FLIGHT CONTROL SYSTEM DESIGN USING ROBUST OUTPUT OBSERVERS

E. G. RYNASKI In AGARD Advan, in Guidance and Control Systems 8 p (SEE N83-22093 12-01) Jan. 1983 refs Avail: NTIS HC A11/MF A01

An investigation was made of the application of robust output observer theory to the design of flight control systems for advanced aircraft configurations. Observer theory constitutes a natural design tool because the resulting observers are in themselves unobservable and do not increase the order of the closed-loop response, thereby more closely satisfying flying qualities requirements. Examples are presented to show that the observer configuration is not unique in either the observer poles or the output sensors, and many different control system configurations using a variety of sensors can be designed to yield identical closed-loop dynamic behavior. In this way, considerable analytic and physical redundancy can be incorporated into nearly any flight control system.

N83-22106# Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany). Dynamics Div.

ON VALIDATION OF MISSION-SOFTWARE BY CLOSED-LOOP TESTING IN REALTIME

H. NEUBAUER In AGARD Advan. in Guidance and Control Systems 15 p (SEE N83-22093 12-01) Jan. 1983 Avail. NTIS HC A11/MF A01

This contribution is intended to provide both some basic considerations on validation techniques for simulations and their application to a real-time digital computer simulation with hardware-in-the-loop (HWIL).

N83-22107# Dowty Electronics Ltd., London (England).
BUILDING IN INTEGRITY TO A HIGHER ORDER LANGUAGE

N J B YOUNG In AGARD Advan in Guidance and Control Systems 10 p (SEE N83-22093 12-01) Jan. 1983 refs Avail: NTIS HC A11/MF A01

Despite potential advantages the use of High Order Languages (HOL's) in high integrity systems remains inadvisable. HOL compilers are complex and difficult to validate and even when correct may produce unexpected results. Methods are discussed for simplifying HOL's so that high visibility is maintained from HOL code through the process of translation down to machine code level. These methods can be applied to standard HOL's or a new HOL can be designed around them. The methods are particularly useful in embedded systems (such as engine controllers) of low cost relative to the facility to which they are applied and which require considerable modification during trials or in service.

Author

N83-22108# Northrop Corp., Hawthorne, Calif. Flight Control Research Dept.

DEVELOPMENT AND APPLICATION OF DIGITAL CONTROL FOR TACTICAL AIRCRAFT FLUTTER SUPPRESSION

D. S. JOSHI, D. F. KESLER, and E. H. JOHNSON In AGARD Advan in Guidance and Control Systems 14 p (SEE N83-22093 12-01) Jan. 1983 refs (Contract F33615-80-C-3217)

Avail. NTIS HC A11/MF A01

Active control methods have been applied to synthesize and mechanize digital control laws for tactical aircraft futter suppression. Several methods to digitize analog control laws have been compared. The State Space Method with Jordan Canonical Transformation offers a systematic and efficient digital flutter control design for multivariable systems. A transonic wind tunnel test conducted under a U.S. Air Force contract conclusively demonstrated the feasibility of digital implementation. Author

N83-22109*# National Aeronautics and Space Administration.

Ames Research Center, Moffett Field, Calif.

Ames Research Center, Moffett Field, Calif.
NASA/RAE COLLABORATION ON NONLINEAR CONTROL
USING THE F-8C DIGITAL FLY-BY-WIRE AIRCRAFT

G. F. BUTLER, M. J. CORBIN, S. MEPHAM, J. F. STEWART, and R. R. LARSON In AGARD Advan. in Guidance and Control Systems 17 p (SEE N83-22093 12-01) Jan. 1983 refs Avail: NTIS HC A11/MF A01 CSCL 01C

A cooperative advanced digital research experiment (CADRE) was established by the National Aeronautics and Space Administration (NASA) and the Royal Aircraft Establishment (RAE), in which nonlinear control algorithms developed by the RAE were tested on the F-8C digital fly-by-wire (DFBW) aircraft based at the Dryden Flight Research Facility. In the initial phase of the collaboration, some variable-gain algorithms, referred to collectively as variable integral control to optimize response (VICTOR) algorithms, were fight tested. With VICTOR, various measures available within the control system are used to vary gains and time-constants within the closed loop and thereby enhance the control capability of the system, while reducing the adverse effects of sensor noise on the control surfaces. A review of design procedures for VICTOR and results of preliminary flight tests are presented, the F-8C aircraft is operated in the remotely augmented vehicle (RAV) mode, with the control laws implemented as FORTRAN programs on a ground-based computer. Pilot commands and sensor information are telemetered to the ground, where the data are processed to form surface commands which are then telemetered to the ground, where the data are processed to form surface commands which are then telemetered back to the aircraft. The RAV mode represents a single-string (simplex) system and is therefore vulnerable to a hardover since comparison monitoring is not possible. Hence, extensive error checking is conducted on both the ground and airborne computers to prevent the development of potentially hazardous situations. Experience with the RAV monitoring and validation procedures is described.

Author

N83-22110# Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany). Aircraft Div.

FLIGHT TEST EXPERIENCE WITH A DIGITAL INTEGRATED GUIDANCE AND CONTROL SYSTEM IN A CCV FIGHTER AIRCRAFT

U. KORTE In AGARD Advan in Guidance and Control Systems 11 p (SEE N83-22093 12-01) Jan. 1983 refs Avail: NTIS HC A11/MF A01

A quad redundant digital FBW Control System for a highly unstable fighter aircraft has been developed and flight tested by MBB in a single seater F-104 G which had been modified as a CCV demonstrator. The CCV program was funded by the German MOD. From Dec. 1977 to Nov. 1981 a total of 118 flights has been conducted. During these flights the quadruplex system was successfully tested for five different configurations starting with the highly stable basic aircraft and ending up with the highly unstable canard configuration with a static instability up to 22% mean aerodynamic chord (MAC). Some of the results obtained regarding control system design, handling evaluation and redundancy management with the digital system will be presented.

N83-22111# Marconi Avionics Ltd., Rochester (England). Combat Aircraft Controls Div.

GROUND AND FLIGHT TESTING ON THE FLY-BY-WIRE JAGUAR EQUIPPED WITH A FULL TIME QUADRUPLEX DIGITAL INTEGRATED FLIGHT CONTROL SYSTEM

T. D. SMITH, C. J. YEO, and R. E. W. MARSHALL In AGARD Advan. in Guidance and Control Systems 20 p (SEE N83-22093 12-01) Jan. 1983 refs
Avail: NTIS HC A11/MF A01

A national (U.K.) research programme has been undertaken with the aim of the design, development and demonstration of a safe, practical full time fly-by-wire flight control system for a combat aircraft. Throughout the program, the flight control system was to be treated in all airworthiness aspects as though it were intended for production. The flight trials were to include flight assessment of an integral spin prevention system and aircraft configurations which are unstable in pitch. The first major objective of the program has been achieved, namely the generation of confidence in the airworthiness of such a system, by the successful completion of

01 AERONAUTICS (GENERAL)

the design, development, ground testing and initial flight test assessment of a fully representative system.

N83-22112# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).
SOFTWARE FOR AVIONICS

Jan. 1983 450 p refs Conf. held in the Hague-Kijkduin, Netherlands, 6-10 Sep. 1982 // ENGLISH and FRENCH (AD-A127131; ISBN-92-835-03332-6; AGARD-CP-330) Avail: NTIS HC A19/MF A01

The predominant impacts of computer software in avionics are addressed including the following areas: software design, analysis techniques, improvement of structure and design, military standards, verification, and validation. For individual titles, see N83-22113 through N83-22152.

N83-22113# General Dynamics Corp., Fort Worth, Tex. AVIONIC SOFTWARE DESIGN

D. E. SUNDSTROM In AGARD Software for Avionics 8 p (SEE N83-22112 12-01) Jan. 1983 refs Avail: NTIS HC A19/MF A01

Time, theory, and applications experience have lead us to an understanding of a very specific software product, the avionics operational flight program. The knowledge we now have permits us to identify a common software structure and design methodology. The structure reflects the characteristics of the avionics environment, and is applicable to mission processors, stores management processors, integrated cockpit control processors, and possibly others. We identified a number of characteristics of the avionics environment and related these characteristics to design requirements for a common software operating structure. The adoption of this structure supports a design methodology which has many desirable features, beginning with common naming conventions, an emphasis on data flow specification, and clearly identified design responsibilities. A discussion of the structure and the design methodology are provided. This structure and methodology was demonstrated in production of F-16 airplanes and is currently the development basis for multiple software programs in advanced F-16 versions. It represents a mature and transferable technology.

N63-22114# Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany). Unternehmnsbereich.

SOFTWARE DEVELOPMENT: DESIGN AND REALITY

H. VONGROOTE and F. SCHWEGLER /n AGARD Software for Avionics 10 p (SEE N83-22112 12-01) Jan. 1983 refs Avail: NTIS HC A19/MF A01

Experiences gained during the development of the Operational Flight Program of the MRCA Tornado were described. A short outline of the organisational structure and of the Avionic System is given, followed by the description of the different design and test stages. Then some general reasons are presented which caused major changes to the software specifications and which are believed to be true for any development of a new avionic system. A description of the purging process of the assembler program was discussed.

N83-22115# British Aerospace Dynamics Group, Stevenage (England).

MASCOT DEVELOPMENTS TO IMPROVE SOFTWARE STRUCTURE AND INTEGRITY

H. R. SIMPSON In AGARD Software for Avionics 14 p (SEE N83-22112 12-01) Jan. 1983 refs
Avail: NTIS HC A19/MF A01

The principal features of the Modular Approach to Software Construction Operation and Test (MASCOT) approach to design are described and some possible developments to give improved software structure and integrity are proposed. These developments are concerned with three areas of the MASCOT approach: subsystem structure, process synchronization, and data access control. The proposed developments are entirely consistent with existing MASCOT concepts and, with little difficulty, can be incorporated into the system building, run time executive and dynamic monitoring software. It is a powerful feature of MASCOT that the supporting software which underpins the method (sometimes called the MASCOT machine) is not excessively complex and so can be reasonably easily implemented and readily

understood. The proposed developments preserve this feature.

N83-22116# Electronique Serge Dassault, St. Cloud (France).
TOWARDS A VERITABLE SUPERVISOR PROGRAM FOR
AVIONICS SOFTWARE [VERS UN VERITABLE ATELIER DE
LOGICIEL AVIONIQUE]

G. BRACON *In* AGARD Software for Avionics 14 p (SEE N83-22112 12-01) Jan. 1983 refs In FRENCH Avail: NTIS HC A19/MF A01

Experience acquired in the development of equipment and avionics software for the Mirage FI and the Mirage 2000, led to the definition of a software overseer. The AIGLE supervisor program is oriented toward considering methodologies and assists in developing, maintaining, and following the project. It involves a group of complementary operational tools which use a central data base and can then divide the information. The integration of official service and the comfort of man machine dialog permits improved productivity. The essential characteristics of AIGLE is the automatic knowledge of quality control information and of project management. This permits validation of production processes, an indispensable element in software certification.

Transl. by A.R.H.

N83-22117# Marconi Avionics Ltd., Boreham Wood (England). REQUIREMENTS DECOMPOSITION AND OTHER MYTHS

T. G. SWANN In AGARD Software for Avionics 8 p (SEE N83-22112 12-01) Jan. 1983 refs
Avail: NTIS HC A19/MF A01

A myth is a traditional fiction that reveals a greater truth. Procurement of large, innovative, systems is discussed - why do we never get what we want? The problems are often blamed on certain types of faults in the requirement specification and the design process. Requirements specification are discussed and it is seen that they are far more complex than we are asked to believe. It is argued that the description of design as Requirements Decomposition is more than a simplification: it is positively misleading. Similary the virtues of good specifications, such as completeness and formality, are not just prerequisites for success: they are unattainable ideals. It is concluded that many traditional maxims, though valuable, should not be taken too literally. They are, perhaps myths.

N83-22118# British Aerospace Aircraft Group, Warton (England).

PRACTICAL CONSIDERATIONS IN THE INTRODUCTION OF REQUIREMENTS ANALYSIS TECHNIQUE

C. P. PRICE and D. Y. FORSYTH In AGARD Software for Avionics 12 p (SEE N83-22112 12-01) Jan. 1983 refs Avail: NTIS HC A19/MF A01

A wider use of requirements analysis techniques in the development of avionic systems is probable. They may be employed in the production of software requirements in particular or the development of higher level system requirements. Such approaches are said to consist of a methodology used in the production process, software tools to assist in analysis, and the existence of a specific target software design interface such as language and architecture. The predicted quality and productivity improvements will only be attained if the election of tools and techniques is tempered by practical considerations. The main issues any organization contemplating the use of requirements analysis techniques will have to consider are discussed. They include the scope of application, system or software, the special needs of users, attributes of the methodology, the level of automation and the means by which they can be introduced to a project. Semi-Automated Functional Requirements Analysis (SAFRA) is briefly described. In SAFRA, Controlled Requirements Expression (CORE) is the method of production embracing data collection, system analysis and notation. Storage and validation of the description is achieved using the Problems Statement Language and Problem Statement Analyser (PSL/PSA) including a system description language, database management system and a suite of apropriate reports.

N83-22119# Electronique Serge Dassault, St. Cloud (France). D.L.A.O.: A SUPPORT SYSTEM FOR DEFINING AVIONICS SOFTWARE (D.L.A.O.: UN SYSTEME D'AIDE)
S. CHENUT-MARTIN and F. DOLADILLE In AGARD Software

for Avionics 11 p (SEE N83-22112 12-01) Jan. 1983 refs In **FRENCH**

Avail: NTIS HC A19/MF A01

Major principles are described for a system for the computer aided design of software. This support system helps elaborate the specifications of real time software, particularly avionics programs. The steps followed in analyzing definition processes applied for onboard computers, as well as in analyzing user needs and existing systems are considered. The discreet solutions obtained are then developed with particular stress on simplicity of use and ease in constructing documents. The system should be integrated in a coherent ensemble of tools covering the different stages of the life cycle of the software. The problems posed by integration with a system for computer aided design are raised.

N83-22120# Marconi Avionics Ltd., Boreham Wood (England).
THE MENTOR APPROACH TO REQUIREMENT REQUIREMENTS SPECIFICATION

D. JORDAN and B. HAUXWELL In AGARD Software for Avionics 5 p (SEE N83-22112 12-01) Jan. 1983 refs Avail: NTIS HC A19/MF A01

Requirements specification methodologies and documentation systems which are available adopt a range of differing viewpoints on the system development problem. Each is oriented to enabling the user to specify efficiency some particular aspect of the target system, and each places a particular emphasis on certain features. The role of an automated documentation system should be to accommodate all information relevant to a system design, to check rigorously that information for consistency, and to make it visible in a range of reports which individually provide various emphasis on the information. Development of a integrated system mentor, is intended to assist in the gathering of information, definition of terms, and development of designs for avionics systems. The system has the following major features: a new specification method which guides the user in the decomposition of his problem by partitioning the behaviour of the target system among a number of operational capabilities; a specification language NATTER (A NATural TERminology) is intended for use by any personnel involved in the system development and is sufficiently flexible to accommodate all functional documentation for the target system; and an advanced algebraic analysis technique which enables the system to perform a powerful dynamic consistency analysis of the evolving specification, and provide valuable feedback to the development teams.

N83-22121# Mathematischer Beratungs-Programmierungsdienst G.m.b.H. Dortmund (West Germany). THE COMPUTER AIDED SPECIFICATION SYSTEM EASY L. HIRSCHMANN and N. CHRISTENSEN In AGARD Software for Avionics 12 p (SEE N83-22112 12-01) Jan. 1983 refs Avail: NTIS HC A19/MF A01

Easy is a formalism which support the description of the specification in a simple semiformal manner and emphasises the use of data types. It is our view, that a specification should not only be precise, unambigious and complete, but is also a document which serves for the communication between people (software engineers). The term specification is used to describe the result of the system design phase i.e. for the description of the decomposition of the system into modules and the interaction between these modules. A specification written in Easy consists of packages which provide the encapsulation of logically related information, data and functions. Packages communicate by interfaces which consist of procedures, types and constants. Objects of the export-interface are resources implemented in the exporting package and are made available to other packages. Objects used from other packages are listed in the import-interface. Restrictions in the use of exported procedures must be mentioned in the description of the procedure or (preferably) in the paragraphs 'sequence' and 'error'. A software tool - Easy Tool - was developed to support the use of Easy. It checks specifications for syntactical and semantical correctness, consistency and completeness, supports the editing, stores and maintains specifications in a data base and generates several crossreference lists. Future versions

of the tool will support the transition from specification to implementation to make sure the program matches

N83-22122# General Dynamics Corp., Fort Worth, Tex. THE IMPACT OF STANDARDIZATION ON SOFTWARE

J. D. ENGELLAND In AGARD Software for Avionics 6 p (SEE N83-22112 12-01) Jan. 1983 refs Avail: NTIS HC A19/MF A01

This era of avionic software gave rise to a number of serious problems. Several of the software standards being promulgated today are legacies of the problems encountered with these early digital systems. However, in spite of all problems the digital systems were clearly demonstrated to be better and more capable and the movement to digital systems accelerated. With the advent of the microprocessor, it became practical to distribute a processor into virtually every subsystem. As a result, it has become possible to implement nearly any logic or mathematical concept in the avionic system software (e.g., Kalman filters, digital maps, coupled fire/flight control). Avionic systems have, in fact, reached the point where software is no longer simply a part of the system, software is the system.

N83-22123# Ada Joint Program Office, Arlington, Va. ADA STATUS AND OUTLOOK

J. F. KRAMER, JR. In AGARD Software for Avionics 6 p (SEE N83-22112 12-01) Jan. 1983 Avail: NTIS HC A19/MF A01

The Ada programming language is discussed.

Author

Ministry of Defence, Paris (France).

D-12 STANDARDIZING LTR FOR ONBOARD COMPUTERS: THE PRESENT AND THE FUTURE [STANDARDISATION DU LTR POUR CALCULATEURS EMBARQUES]

I. DEMONTCHEUIL. In AGARD Software for Avionics 10 p. (SEE N83-22112 12-01) Jan. 1983 In FRENCH Avail: NTIS HC A19/MF A01

Numerous developments have taken place since the LTR language was standardized in France in 1974 for operational military applications, so the language is effectively used in more operational onboard problems systems and in development. The LTR V2 language meets the principal criteria, produces an effective code. covers specific needs, has facility for writing or modifying programs. and has an adequate production chain. Because of the progress of programming techniques, a strategy must be defined for the future. It is not possible to wait in hope that ADA can provide a solution since examination of its definition raises fears about its effective usage for onboard systems application. This is why a strategy offering the best guarantee was defined - renewing the LTR language to profit from technological improvements, while preserving the effectiveness of acquisition and the possibility of utilization. This language, called LTR V3 is presented along with its supervisor programming.

N83-22125# Naval Weapons Center, China Lake, Calif OPERATIONAL FLIGHT PROGRAM DEVELOPMENT WITH A HIGHER ORDER LANGUAGE

R. E. WESTBROOK and L. L. CREWS In AGARD Software for Avionics 4 p (SEE N83-22112 12-01) Jan. 1983 Avail: NTIS HC A19/MF A01

The problems and the future trends and solutions to many of the problems of developing Operational Flight Programs (OFP) for embedded computer systems are presented.

N63-22126# Marconi Avionics Ltd., Boreham Wood (England). OF HIGH ORDER LANGUAGES MICROPROCESSORS

R. M. BOARDMAN In AGARD Software for Avionics 5 p (SEE N83-22112 12-01) Jan. 1983 Avail: NTIS HC A19/MF A01

The use of high order languages on microprocessors is addressed. The special features of the software tools (compilers, loaders, etc.) and support environments which are highly desirable if the high order languages are to be used effectively are described. The impact of high order languages on programming and entation techniques is discussed, and the implications for both Off Line and On Line Testing are considered. Microprocessors

01 AERONAUTICS (GENERAL)

which are embedded within larger systems and which are dedicated to specific tasks, for example display drivers or signal processing units are discussed. For the majority of systems these tasks are real time. For most avionics applications the microprocessors are fitted with the minimum amount of memory, usually a mixture of ROM and RAM, and have a minimum of interfaces with the outside world. These interfaces are frequently special purpose. The practical application of a High Order Language to this type of microprocessor based project is described in the forms of a Case

N83-22127# Ferranti Computer Systems Ltd., Gwent (England). SOFTWARE DESIGN AND DEVELOPMENT USING MASCOT R. DIBBLE In AGARD Software for Avionics 15 p (SEE N83-22112 12-01) Jan. 1983 refs Avail: NTIS HC A19/MF A01

The MASCOT methodology was developed to contain increasing software costs and ensure the production of reliable software. Ferranti programmers produced standard MASCOT products and developed several large real time application using MASCOT. Their experience are discussed. A basic feature of the methodology is modularity, which produces benefits at all stages of software development, although the degree of decomposition required by MASCOT is a problem for most projects. MASCOT identifies three types of modules (Activities, Channels and Pools) and represents the design in a diagrammatic form (the ACP diagram) which is regarded as a useful design tool and an effective representation of that design. Formal definition of data and its access mechanisms is an improvement over existing practices but whether it significantly eases the problems of multiprocessor design is disputed. Overall there is a price to be paid for the MASCOT method in terms of runtime overheads and we see how this problem was resolved by various projects. The advantages and disadvantages of MASCOT are discussed and related to avionic software requirements. The relevance of the design philosophy to the imminent arrival of Ada is considered.

Messerschmitt-Boelkow-Blohm G.m.b.H., Munich N83-22128# (West Germany). Aircraft Div. SAFETY CRITICAL FAST-REAL-TIME SYSTEMS

In AGARD B. GUESMANN, O. F. NIELSEN, and R. HANSON Software for Avionics 6 p (SEE N83-22112 12-01) Jan. 1983

Avail: NTIS HC A19/MF A01

The development of advanced military aircraft requires large embedded digital systems and digital test equipment for performance enhancement. Examples at MBB are CCV III, an eight computer test rig for evaluating next-generation fly-by-wire systems and cross software test systems (CSTS) for verifying safety critical airborne software. Typical cycle times of such systems range from 10 to 60 msec. Such systems impose restrictions on software design and development tools, especially on required high order language tools. Four languages, FORTRAN, PEARL, C and PASCAL were evaluated for use in the CCV III system and CSTS. Finally C was chosen to implement both systems with very satisfactory results. A comment will be given with respect to convert C programmed systems to ADA in the future. Author

N83-22129# Naval Postgraduate School, Monterey, Calif. USABILITY OF MILITARY STANDARDS FOR MAINTENANCE OF EMBEDDED COMPUTER SOFTWARE N. F. SCHNEIDEWIND In AGARD Software for Avionics 6 p (SEE N83-22112 12-01) Jan. 1983 refs Avail: NTIS HC A19/MF A01

Several military software standards were examined and evaluated with respect to their applicability and usability for maintaining embedded computer software. These standards included the following: Department of the Navy Tactical Digital System Documentation Standards, SECNAVINST 3560.1; MIL-STD 1979, Navy Military Standard for Weapon System Development; and Weapon Specification 8506. These standards were discussed from three standpoints: (1) the degree to which they support the use of newer software development technologies (e.g., requirements analysis methodologies) for improving software maintenance; (2) the effect of the microcomputer and its software development environment on the application of these standards; and (3) the extent to which these standards enhance traceability (tracing the various levels of related documentation). These aspects required a reevaluation of the applicability of software standards. A recommendation is made to use the A7-E Aircraft software redesign project as a model for improving (1) and (3) in the three standards. Item (2) was judged to be not relevant to the development of software standards.

N83-22130# Kongsberg Vapenfabrikk A/S (Norway).
SOFTWARE CONFIGURATION MANAGEMENT AT WORK
J. T. PEDERSEN In AGARD Software for Avionics 5 p (SEE N83-22112 12-01) Jan. 1983 refs Avail: NTIS HC A19/MF A01

Software configuration management is dicussed.

N83-22131# Marconi Avionics Ltd., Boreham Wood (England). CONFIGURATION MANAGEMENT AN PROGRAMMING SUPPORT ENVIRONMENT AND

J. PULFORD In AGARD Software for Avionics 10 p (SEE N83-22112 12-01) Jan. 1983 refs Avail: NTIS HC A19/MF A01

It is the aim of software development environments to increase the efficiency with which software is produced. One such environment is the ADA programming support environment (APSE) initiated by the U.S. Department of Defence. These environments are a great benefit to programmers making some of their tasks much easier. They also offer great opportunities to monitor and control software development. This in its turn will affect the way that projects are organized and run, and it will affect project personnel jobs to varying extents. The way that projects will be affected by the adoption of an APSE is explored by considering the way that Configuration Management can be implemented in an APSE.

N83-22132*# National Aeronautics and Space Administration. Langley Research Center, Hampton, Va. SOFTWARE FAULT TOLERANCE FOR REAL-TIME AVIONICS SYSTEMS

T. ANDERSON (Newcastle upon Tyne Univ.) and J. C. KNIGHT In AGARD Software for Avionics 6 p (SEE N83-22112 12-01)

(Contract NAS1-14101; NAS1-14472)

Avail: NTIS HC A19/MF A01 CSCL 09B

Avionics systems have very high reliability requirements and are therefore prime candidates for the inclusion of fault tolerance techniques. In order to provide tolerance to software faults, some form of state restoration is usually advocated as a means of recovery. State restoration can be very expensive for systems which utilize concurrent processes. The concurrency present in most avionics systems and the further difficulties introduced by timing constraints imply that providing tolerance for software faults may be inordinately expensive or complex. A straightforward pragmatic approach to software fault tolerance which is believed to be applicable to many real-time avionics systems is proposed. A classification system for software errors is presented together with approaches to recovery and continued service for each error

N83-22133# Air Force Wright Aeronautical Labs. Wright-Patterson AFB, Ohio. ELECTRONIC WARFARE SOFTWARE

R. L. SHAW In /.GARD Software for Avionics 5 p (SEE N83-22112 12-01) Jan. 1983 refs Avail: NTIS HC A19/MF A01

A three year effort which looked at various software cost reduction techniques within the framework of electronic warfare (EW) processing requirements is summarized. An EM processing characterization was undertaken to provide a data base for the following investigations, which are also summarized: (1) The investigation of the compatibility of instruction sets, which are used or have a near term possibility of being used in EW systems, to the EW processing tasks; (2) The investigation of high order languages and software structuring efficiencies based upon bench marks which characterized major EW functions. M.G.

N83-22134# Marconi Avionics Ltd., Boreham Wood (England). AN EIGHT POINT TESTING STRATEGY FOR REAL TIME SOFTWARE

R. E. WILSON and N. HIGSON In AGARD Software for Avionics 8 p (SEE N83-22112 12-01) Jan. 1983 Avail: NTIS HC A19/MF A01

A strategy for testing real time modular software systems is The structure, objectives, and documentation described. considerations are addressed. The responsibilities of programming staff using such a strategy and the problems entailed in re-testing as result of errors detected at higher levels of testing are also

N83-22135# Aeritalia S.p.A., Caselle Torinese (Italy). Gruppo

Sistemi Avionici ed Equipaggiamenti.
TORNADO FLIGHT CONTROL SOFTWARE VALIDATION:
METHODOLOGY AND TOOLS

R. PELISSERO In AGARD Software for Avionics 13 p (SEE N83-22112 12-01) Jan. 1983 Avail: NTIS HC A19/MF A01

Methods and tools adopted in the Tornado project to perform software confidence testing; investigation of failure performance prediction, and assessment and read across between simulated and in flight behavior are described. The real time facility in use is based on an integrated hardware/software system that was ad-hoc designed to allow closed loop testing of the Tornado TF/AFDS subsystem with particular emphasis given to autopilot. The real equipments of interest are installed on an avionic rig and the flight conditions are obtained via a data flow to/from an external computing facility which performs both the acquisition/stimulation functions and the various simulations (aircraft, engine, sensors, etc.). The validity of the results achieved by the facility is confirmed by repetition of maneuvers performed during previous flights. In addition, other possible applications of such a facility are summarized.

N83-22136# Tracor, Inc., Warminster, Pa.
APPLICATIONS OF NETWORK MODELING AND ANALYSIS TO SYSTEM VALIDATION AND VERIFICATION

G. M. SUNDBERG In AGARD Software for Avionics 11 p (SEE N83-22112 12-01) Jan. 1983

Avail: NTIS HC A19/MF A01

Network logic modeling and analysis (NLMA), a manual analytic process derived from network analysis and Boolean logic, is described. Its main purpose is to verify and validate complex systems or concepts at any stage of development. Specific examples are given which illustrate the application of the method at each phase of the software life cycle. MG

N83-22137# Electronique Serge Dassault, St. Cloud (France). IDA: SOFTWARE TEST LANGUAGE AND RELATED TOOLS LANGUAGE DE TEST DU LOGICIEL ET OUTILS ASSOCIES.]

G. LAMARCHE and P. TAILLIBERT In AGARD Software for Avionics 15 p (SEE N83-22112 12-01) Jan. 1983 refs In

Avail: NTIS HC A19/MF A01

Results are described from a study conduct to define a group of methods which permit computerizing the test operation of real time software. The principal characteristics of the test language defined are presented. The different problems that can be encountered when using such a language are considered as well as the definition of a macrolanguage and a standard library of tools. A test tool particularly adapted to the case of a computer program behaving as a parallel processor is discussed

Transl. by A.R.H.

N83-22138# Litton Technische Werke, Freiburg (West Germany).

SOFTWARE VERIFICATION OF A CIVIL AVIONIC AHR

M. KLEINSCHMIDT and N. SANDNER In AGARD Software for Avionics 9 p (SEE N83-22112 12-01) Jan. 1983 refs Avail: NTIS HC A19/MF A01

Requirements for software verification procedures to be used with highly integrated digital avionics software are defined. Verification tools are described along with their use in the testing of an attitude and heading reference system.

N83-22139# Aerospace Corp., Los Angeles, Calif. Information Sciences Research Office.

PROGRESS IN VERIFICATION OF MICROPROGRAMS

S. D. CROCKER In AGARD Software for Avionics 4 p (SEE N83-22112 12-01) Jan. 1983 refs Avail: NTIS HC A19/MF A01

Work on the development of a microcode verification system is described and a picture of how such a system might be used in the near future is given.

N83-22140# Naval Weapons Center, China Lake, Calif.
VALIDATION OF SOFTWARE FOR INTEGRATION OF MISSILES WITH AIRCRAFT SYSTEMS

J. R. MCMANIS In AGARD Software for Avionics 6 p (SEE N83-22112 12-01) Jan. 1983 Avail: NTIS HC A19/MF A01

Critical aspects involved in the validation of avionics software developed to integrate missiles with attack aircraft systems are addressed. The situation covered is where the missile and the aircraft both have embedded computer systems, and that they have evolved to their current state in separate and totally independent development efforts.

N83-22141# Ferranti Computer Systems Ltd., Gwent (England). IMPLEMENTING HIGH QUALITY SOFTWARE

E. J. DOWLING In AGARD Software for Avionics 14 p (SEE N83-22112 12-01) Jan. 1983 refs Avail: NTIS HC A19/MF A01

Various factors affecting program implementation are discussed and some solutions are considered, in particular the range of tools that is available, and the way they can be applied. The traditional debug program is shown to be only one part of the whole tool set. Finally, the advantages and problem of ADA and its environment (APSE) are discussed.

N83-22142# Institut de Genie Logiciel, Paris (France).
THE QUALITY OF AVIONICS SOFTWARE: SPECIFICATION AND EVALUATION [LA QUALITE DES LOCICIELS AVIONIQUES: SPECIFICATION ET EVALUATION

G. GERMAIN, M. GALINIER, and M. DELACROIS In AGARD Software for Avionics 15 p (SEE N83-22112 12-01) refs In FRENCH

Avail: NTIS HC A19/MF A01

While the IEEE glossary defines software quality as the ensemble of characteristics of a software product relative to its ability to satisfy given needs (such as those established in written specifications), the characteristics of quality which can be modelled and measured are not specified. A total approach to quality is described including the levels of decomposition of parameters. The identification and evaluation of internal and external parameters Transl. by A.R.H. of avionics software are discussed.

N83-22143# Marconi Avionics Ltd., Rochester (England). Flight

DISSIMILAR SOFTWARE IN HIGH INTEGRITY APPLICATIONS IN FLIGHT CONTROLS

J. MARTIN In FGARD Software for Avionics 13 p (SEE N83-22112 12-01) Jan. 1983 refs Avail: NTIS HC A19/MF A01

The requirements of high integrity systems are defined and examples of failure surviving systems given. Having discussed the impact of digital processors on system design, various solutions are reviewed. Multiplex similar redundant systems are used widely in flight controls and some of their strengths and weaknesses are detailed. Software techniques applied to similar redundant systems are then briefly described. A dissimilar redundant solution, using two different microprocessors, is discussed and the impact of this architecture on software procedures is reported. Finally, a review of the strengths and weaknesses of the dissimilar architecture approach is given. M.G.

N83-22144# Marconi Avionics Ltd., Rochester (England).
THE MANAGEMENT OF A LARGE REAL-TIME MILITARY
AVIONICS PROJECT

P. J. CARRINGTON, R. M. GISBEY, and K. P. J. MANNING In AGARD Software for Avionics 8 p (SEE N83-22112 12-01) Jan. 1983

Avail: NTIS HC A19/MF A01

The AQS 901, an airborne submarine detection system installed in the Royal Australian Air Force Orion and the RAF Nimrod Long-Range Maritime Patrol Aircraft, is described, to counter the modern submarine threat, the development of sensor and processing systems to detect and locate the enemy submarine has a high priority. Expendable, sensitive underwater listening devices, called sonobuoys, pick up the faint but characteristics submarine sounds. These sonobuoy signals are transmitted on an radio frequency link to the aircraft where real-time analysis is performed by the AQS 901 Sonics Processor to extract the wanted signal from the noise, to present the data to the operator in the most easily assimilated form, and to provide a wide range of user options for display manipulation and data combination. The AQS 901 system consists of 22 units of special-purpose hardware and 150 K of CORAL software. The project started in 1973, the first flight trials took place in 1977, and the system went into service in 1980. The software is now in maintenance.

N83-22145# McDonnell Aircraft Co., St. Louis, Mo. F/A-18 SOFTWARE DEVELOPMENT: A CASE STUDY

T. V. MCTIGUE In AGARD Software for Avionics 15 p (SEE N83-22112 12-01) Jan. 1983 refs
Avail: NTIS HC A01/MF A01

A description of the successful avionics software development for the U.S. Navy/McDonnell Douglas F/A-18 Hornet Fighter/Attack Weapon System is given. The avionics computer subsystem consists of two central mission computers and a number of distributed processors embedded in various sensor and display subsystems. This distributed processing system is interconnected by and communicates over a MIL STANDARD 1553A serial 1 MHz command/response multiplex network. The avionics software architecture is discussed and the rationale is presented for the partitioning of the software tasks between the central mission computers and the distributed processors are also discussed. Finally, the design of the operational flight program for the central mission computers is described, including a discussion of the development process and support facilities which were used for the software integration and validation.

N83-22146# Bundesakademie fuer Wehrverwaltung und Wehrtechnik, Mannheim (West Germany).

A LIFE CYCLE MODEL FOR AVIONIC SYSTEMS

H. SCHAAFF In AGARD Software for Avionics 7 p (SEE N83-22112 12-01) Jan. 1983 refs
Avail: NTIS HC A19/MF A01

A life cycle model that puts emphasis on design activities of avionics system is given. The objective of the project management of an avionic system must be to bring forth the user requirements as completely, as correctly and as early as possible because this saves money and time. The life cycle model presented helps to achieve this especially by the introduction of the formal activity functional design and its distinct separation from the technical

functional design and its distinct separation from the technical design. The presented model is valid for avionic systems, but not only for these. It is valid for military embedded computer systems in general.

R.J.F.

N83-22147# Air Force Avionics Lab., Wright-Patterson AFB, Ohio.
AVIONICS SOFTWARE SUPPORT COST MODEL

D. V. FERENS In AGARD Software for Avionics 8 p (SEE N83-22112 12-01) Jan. 1983 refs
Avail: NTIS HC A19/MF A01

The development of the Avionics Software Support Cost Model (ASSCM) is discussed. ASSCM promises to represent a significant milestone in the area of software life cycle cost analysis. The use of historical data insures that ASSCM reflects actual costs of software support, as well as the policies and procedures used by USAF Air Logistics Centers to support software. The use of the Delphi survey results enables ASSCM to be useful for a wide variety of avionic software programs. The model was designed to be easy to use, especially during the conceptual or early design

phase of a software program. Minimal input data is required. The model was developed in a modular format so that the model would be relatively easy to modify as new data becomes available or new application types are added. ASSCM can be useful to some degree for many U.S. and NATO software programs, especially on military avionics projects. The model may need some degree of modification for applications significantly different from those for which ASSCM was developed.

N83-22148# National Aerospace Lab., Amsterdam (Netherlands).

A SOFTWARE-COST DATABASE FOR AEROSPACE SOFTWARE DEVELOPMENT

G. J. DEKKER In AGARD Software for Avionics 8 p (SEE N83-22112 12-01) Jan. 1983 refs
Avail: NTIS HC A19/MF A01

A user-friendly method for the collection, storage and retrieval of software-cost data was developed, with emphasis on aerospace software projects. Data is and will be collected regarding 47 well-defined cost factors, divided in 8 classes. It is felt that the clear definition of these cost factors will be of main importance for the applicability of the collected data. When suitable data is available for completed projects, the impact of these factors on the software development cost can be estimated. This will lead to a more reliable cost estimation and cost management method. The cost estimation method that will be calibrated by means of the collected data, the implemented data collection and retrieval system, called a software-cost database, and the use of this system as management tool during running projects are described.

BIE

N83-22149# Ministry of Defence, London (England).
THE MILITARY USER VIEW OF SOFTWARE SUPPORT
THROUGHOUT THE IN-SERVICE LIFE OF AVIONIC SYSTEMS
S. J. BARKER and B. HAMBLING In AGARD Software for
Avionics 5 p (SEE N83-22112 12-01) Jan. 1983
Avail: NTIS HC A19/MF A01

It is argued that software-based military avionic systems should be considered as vehicles requiring continuous software development throughout their operating life. The reasons for software change are discussed and emphasis is given to an increasing need to adapt avionic systems to match a changing hostile environment with both speed and safety. More thought should be given to basic system design to facilitate both hardware and software replacement by greater modularity and reduced hardware/software dependence. Some examples of current system inadequacies are given. The need to reduce the cost of software development is emphasized and the type of software support environment as envisaged in the current ADA/APSE development is seen as a significant step towards this end.

N83-22150# British Aerospace Aircraft Group, Woodford (England).

DESIGN OF A SOFTWARE MAINTENANCE FACILITY FOR THE RAF

J. WHAILEY and T. H. SCOTT-WILSON In AGARD Software for Avionics 10 p (SEE N83-22112 12-01) Jan. 1983 refs
Avail: NTIS HC A19/MF A01

In order to establish the size of the software maintenance tearn required for the airborne computing system, it is necessary to have some measurement of software reflaibility and the number of system requirement changes likely to affect the software configuration. The data available to date is largely empirical and further research is required to establish acceptable techniques. Various options were discussed in order to satisfy the requirement for a software maintenance facility for the Central Navigation System of Nimrod AEW Mk 3, the configuration finally chosen for the software testing rig consisting of a mixture of aircraft hardware and computer based simulations of the system dynamics. The effort required in maintenance could be reduced in future by the adoption of better software design techniques, the adoption of computer based management packages and improved software testing tools.

Naval Air Development Center, Warminster, Pa. N83-22151# Software and Computer Directorate

A SOFTWARE ENGINEERING ENVIRONMENT (SEE) FOR WEAPON SYSTEM SOFTWARE

H. G. STUEBING In AGARD Software for Avionics 16 p (SEE N83-22112 12-01) Jan. 1983 refs Avail: NTIS HC A19/MF A01

A Software Engineering Environment (SEE) was designed, developed, and used for the life-cycle support of weapon system software. This SEE consists of a software system that runs on a commercial multicomputer configuration. The approach features increased management visibility of the software development process, increased programmer productivity through automation, reducing the cost-of-change during maintenance, and the use of automated regression testing to improve software quality. These facilities were used for seven years to develop and maintain weapon system software for several projects. Accomplishments, refinements to the code and test functions, and a general approach to extend the capabilities into the requirements and design phases are described. Techniques are described that simultaneously allow different methodologies, programming languages, and target computers to be implemented on the same host computer. Also discussed is the implementation of a SEE in a distributed computer network.

N83-22152# Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany).

AIRCRAFT TEST SOFTWARE FOR FIRST LINE MAINTENANCE

H. KLENK In AGARD Software for Avionics 8 p (SEE N83-22112 12-01) Jan. 1983

Avail: NTIS HC A19/MF A01

A method is presented to provide suitable flexibility and easy maintenance for a test software package, even when written in a lower level language. The method essentially consists of a decisive separation of the test software package into an executive part and a descriptive part for the avionic hardware. Because the executive part is independent of the special avionic equipment, hardware modifications result only in a change of the descriptive part of the software. These changes are easy to handle and suitable for future standardized methods using modern software development tools. The separation method was used to design and implement on-aircraft test software with good results. R.J.F.

N83-30357# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). **GROUND/FLIGHT TEST TECHNIQUES AND CORRELATION** Feb. 1983 535 p refs In ENGLISH; partly in FRENCH Symp. held at Cesme, Turkey, 11-14 Oct. 1982 (AD-A129433; ISBN-92-835-0328-7; AGARD-CP-339) Avail: NTIS HC A23/MF A01

Large advances in wind tunnel and flight test instrumentation and data processing have provided better confidence in the data and, consequently, improved comparison bases. Even larger advances were made in computational aerodynamics and this has provided the basis for an efficient design tool for transport aircraft. However, in spite of all these improvements there is still a problem in providing accurate and satisfactory performance predictions. Concern was also expressed that with the increasing sophistication of test and prediction techniques, engineers may lose "track" of the physics of prediction and comparison. For individual titles, see N83-30358 through N83-30384.

N83-30358# Office National d'Etudes et de Recherches Aeronautiques, Paris (France).

PROGRESS IN WIND TUNNEL TEST TECHNIQUES AND IN THE **CORRECTIONS AND ANALYSIS OF THE RESULTS**

T. W. BINION, JR. (AEDC), X. VAUCHERET, and X. BOUIS AGARD Ground/Flight Test Tech. and Correlation 31 p (SEE N83-30357 19-01) Feb. 1983 refs Avail: NTIS HC A23/MF A01

In response to the increased complexity and cost testing, wind tunnel operators are doing many things to improve test effectiveness. Several recent innovations designed to increase the amount of information obtained during a test, to reduce information unit cost, and to improve data quality are described. Author

N83-30359# Air Force Inst. of Tech., Wright-Patterson AFB,

AEROTHERMODYNAMIC FLIGHT ENVELOPE EXPANSION FOR A MANNED LIFTING REENTRY VEHICLE (SPACE SHUTTLE) K. HODGE, D. R. AUDLEY, P. W. PHILLIPS (AFFTC), and E. K. HERTZLER (AFFTC) In AGARD Ground/Flight Test Tech. and Correlation 12 p (SEE N83-30357 19-01) Feb. 1983 refs Avail: NTIS HC A23/MF A01

A systematic approach of integrating the best of ground tests, flight simulators, and flight tests was developed and used for aerothermodynamic flight envelope expansion for the Space Shuttle Orbiter. Equations and parameters were selected which were appropriate for the flight simulator at the Air Force Flight Test Center (AFFTC) and also for the reduction of flight data from imbedded thermocouples. Transient flight test maneuvers were designed using the simulator and suggested to the National Aeronautics and Space Administration (NASA) at the Johnson Space Center. Parameters were estimated from flight thermocouple data during the maneuvers by a new data reduction technique. The parameters were compared with simulator parameters which were based on ground test data and theory. The objective, however, was envelop expansion and not data comparison. Simulator parameters were appropriately and quickly updated before the next flight test. The new flight data reduction technique is also valuable in analyzing wind tunnel thermocouple data to reduce test time

N83-30360# Air Force Flight Test Center, Edwards AFB, Calif.
PREDICTED AND FLIGHT TEST RESULTS OF THE
PERFORMANCE AND STABILITY AND CONTROL OF THE SPACE SHUTTLE FROM REENTRY TO LANDING

P. W. KIRSTEN and D. F. RICHARDSON Ground/Flight Test Tech. and Correlation 23 p (SEE N83-30357 19-01) Feb. 1983 refs

Avail: NTIS HC A23/MF A01

Aerodynamic performance and stability data obtained from the first three reentries of the Space Shuttle Orbiter is presented. Flight results are compared to predicted data from Mach 25 to Mach 0.4. Differences between flight and predicted data as well as probable causes for the discrepancies are given. Comparisons between simulator and flight results are also presented. Author

N83-30361# Dornier-Werke G.m.b.H., Friedrichshafen (West

GROUND/FLIGHT CORRELATION ON THE EXPERIMENTAL AIRCRAFT WITH A TRANSONIC WING: A COMPARISON BETWEEN WIND TUNNEL AND FLIGHT RESULTS FOR AERODYNAMIC PERFORMANCE

D. JACOB, D. WELTE, and H. WONNENBERG /n AGARD Ground/Flight Test Tech. and Correlation 14 p (SEE N83-30357 19-01) Feb. 1983 refs

Avail: NTIS HC A23/MF A01

Wind tunnel and flight results obtained in an experimental program with a transonic wing (TST) on an Alpha-Jet as test vehicle are compared. The comparison is concentrated on lift, drag and buffet data. In addition to the analysis of round and flight data for the TST flight data for the transonic wing and the standard wing are briefly compared.

N83-30362# Office National d'Etudes et de Recherches

Aeronautiques, Paris (France).

GROUND/FLIGHT CORRELATION ON THE ALPHA-JET EXPERIMENTAL AIRCRAFT WITH A TRANSONIC WING: A COMPARISON OF THE WING PRESSURE DISTRIBUTION AND LOCAL WAKE SURVEY FROM ANALYTICAL, WIND TUNNEL AND FLIGHT RESULTS

H. BUERS (Dornier G.m.b.H.), V. SCHMITT, and J. LERAT AGARD Ground/Flight Test Tech. and Correlation 20 p (SEE N83-30357 19-01) Feb. 1983 refs Avail: NTIS HC A23/MF A01

Pressure Distributions at four sections of a transonic wing on a combat aircraft have been measured in different wind tunnels and in flight. The results are compared with each other and with theoretical data. In addition, wind tunnel and flight test wake results obtained from a rotating pitot-tube are presented. Author

National Aeronautics and Space Administration.

Ames Research Center, Moffett Field, Calif.
FLIGHT AND WIND-TUNNEL C CORRELATION BOUNDARY-LAYER TRANSITION ON THE AEDC TRANSITION CONE

FISHER and N. S. DOUGHERTY, JR. (Rockwell International) In AGARD Ground/Flight Test Tech. and Correlation 25 p (SEE N83-30357 19-01) Feb. 1983 refs Avail: NTIS HC A23/MF A01 CSCL 01A

Transition and fluctuating surface pressure data were acquired on a 10 degree included angle cone, using the same instrumentation and technique over a wide range of Mach and Reynolds numbers in 23 wind tunnels and in flight. Transition was detected with a traversing pitot pressure probe in contact with the surface. The surface pressure fluctuations were measured with microphones set flush in the cone surface. Good correlation of end of transition Reynolds number Re (sub T) was obtained between data from the lower disturbance wind tunnels and flight up to a boundary layer edge Mach number, M (sub e) = 1.2. Above M (sub e) = 1.2, however, this correlation deteriorates, with the flight Re (sub T) being 25 to 30% higher than the wind tunnel Re (sub T) at M (sub e) = 1.6. The end of transition Reynolds number correlated within + or -20% with the surface pressure fluctuations. Broad peaks in the power spectral density distributions indicated that Tollmien-Schlichting waves were the probable cause of transition in flight and in some of the wind

N83-30364# Vereinigte Flugtechnische Werke-Fokker G.m.b.H., Bremen (West Germany)

EXPERIMENTAL INVESTIGATIONS OF TRANSPORT AIRCRAFT LOW SPEED ENGINE INTERFERENCE EFFECTS AND FLIGHT **TEST CORRELATION**

B. EWALD and W. BURGSMUELLER In AGARD Ground/Flight Test Tech, and Correlation 15 p (SEE N83-30357 19-01) Feb.

Avail: NTIS HC A23/MF A01

Engine airframe interference effects for wing mounted engine in transport aircraft development and flight testing were examined. The tendency to reduced engine numbers results in a large effect of the one engine out second segment climb on overall aircraft economy. Large development efforts are worthwhile to realize even small drag reductions in this condition. The most perfect engine simulator available, the turbine powered simulator (TPS), was used in the high speed regime only. The concept of low speed TPS testing was developed. The TPS is proven to be a reliable and valuable experimental tool also in low speed range, provided that sophisticated data acquisition and evaluation techniques are used for optimum accuracy and repeatability. Operating equipment and test methods are improved. Results and experience are described

N83-30365# Canadair Ltd., Montreal (Quebec). COMPARISON OF PREDICTION, WIND TUNNEL AND FLIGHT TEST DATA FOR THE CANADAIR CHALLENGER TURBOFAN **AIRCRAFT**

F. MAVRIPLIS In AGARD Ground/Flight Test Tech. and Correlation 14 p (SEE N83-30357 19-01) Feb. 1983 refs Avail: NTIS HC A23/MF A01

Theoretical aerodynamic methods, wind tunnel test and flight test for the Challenger aircraft which features an advanced supercritical wing, a wide body and large aft mounted nacelles were presented. These results represent one of first applications of Jameson's isolated wing full potential flow transonic method to advanced wing design for an aircraft which is now in service. The techniques used to obtain wind tunnel force and pressure distribution data at high speed and CLmax data at low speed are described. A flight wing pressure survey which provided data for comparison with wind tunnel test results is described. Correlations of pressure distributions between theory and wind tunnel test indicate the capabilities and limitations of the isolated wing transonic code. Wing pressure and spanwise load distributions from flight test correlate well with corresponding data from wind tunnel tests. Flight test results on CLmax and buffet onset boundary correlate also well with predictions based on wind tunnel data. Reynolds Number and transition fixing for wind tunnel testing of supercritical wings to obtain good correlation with flight test are recommended.

N83-30366# British Aerospace Aircraft Group, Warton (England).

LESSONS FROM TORNADO AFTERBODY DEVELOPMENT

In AGARD Ground/Flight Test Tech, and D C LEYLAND Correlation 15 p (SEE N83-30357 19-01) Feb. 1983 Avail: NTIS HC A23/MF A01

The wind tunnel model test program for the Tornado aircraft design included the development of a new afterbody test rig, which showed the benefit of measuring airframe axial force separately from nozzle and allowed detailed configuration for minimum drag. Flight tests showed good agreement with drag prediction but handling characteristics under certain conditions were different from predictions derived from full model tests, as a consequence of relatively minor differences in afterbody representation. Flight and model investigations led to satisfactory configuration and to requirements for future model test programs. Flight and model test data were compared by arranging additional afterbody model tests of geometric changes made during the flight program. There was good agreement between results and, conclusions for the requirements for future model and flight testing. The introduction of high frequency response pressure instrumentation is proposed.

N83-30367# Avions Marcel Dassault, Saint-Cloud (France). Dept.

THE HIGH ANGLE OF ATTACK BEHAVIOR OF A COMBAT AIRCRAFT: CORRELATION BETWEEN PREDICTION AND FLIGHT (COMPORTEMENT A GRANDE INCIDENCE D'UN AVION DE COMBAT: CORRELATION ENTRE LES PREVISIONS ET LE VOL

P. L. MATHE In AGARD Ground/Flight Test Tech. and Correlation 8 p (SEE N83-30357 19-01) Feb. 1983 In FRENCH Avail: NTIS HC A23/MF A01

The Mirage 2000 aircraft is equipped with an entirely electronic flight control system. The aircraft is automatically protected from eventual loss of control by a flight control function which assures an automatic limitation of the angle of the aircraft to a value dependent on flight conditions; and by careful adaptation of the command and control functions of the aircraft's axes of roll and loop. This adaptation minimizes the slipping introduced by maneuvers at high angle of attack. The automatic limitation of the incidence and rigorous control of the transverse axes are keys to the protection of the aircraft against loss of control.

N83-30368# Royal Aircraft Establishment, Farnborough (England). Aerodynamics Dept.

THE USE OF FREE-FLIGHT MODELS FOR THE PREDICTION OF DEPARTURE CONTROL

G. F. MOSS, A. J. ROSS, G. F. EDWARDS, and E. B. JEFFERIES In AGARD Ground/Flight Test Tech. and Correlation 17 p (SEE N83-30357 19-01) Feb. 1983 refs Avail: NTIS HC A23/MF A01

The importance of prediction techniques for the flight-dynamic behavior of proposed aircraft projects and in particular the use of the free flight model technique are discussed. Such free flight models are able to carry onboard flight control systems and can be used to evaluate stability augmentation and departure prevention methods. Examples of flight records of free flight tests are presented and compared with theoretical predictions and corresponding full scale data. A research program using HIRM, a high incidence research model configuration, is described which has as its central objective the widening of understanding of the flight dynamics phenomena of combat aircraft at high angles of

N83-30369# Saab-Jcania, Linkoping (Sweden).
COMPARISON OF FLIGHT AND WIND TUNNEL BUFFETING
MEASUREMENTS ON THE SAAB 105 AIRCRAFT
S. H. TEIGE, B. S. A. NILSSON, S. J. BOERSEN (NLR), and A.
N. KRAAN (NLR) // AGARD Ground/Flight Test Tech. and

Correlation 10 p (SEE N83-30357 19-01) Feb. 1983 refs Avail: NTIS HC A23/MF A01

Buffet tests on a Saab 105 aircraft which were carried out in flight at high speed and wind tunnel measurements on a half model were performed at the same Mach numbers and almost the same Reynolds number are discussed. Buffet levels were derived from wind tunnel accelerometer signals using Jones'

method. It is concluded that with careful testing, this method may be used to predict flight buffet loads from wind tunnel

N83-30370# Royal Aircraft Establishment, Bedford (England). Aerodynamics Dept. SOME MEASUREMENTS OF BUFFETING ON A FLUTTER

MODEL OF A TYPICAL STRIKE AIRCRAFT
D. G. MABEY and B. E. CRIPPS In AGARD Ground/Flight Test

Tech. and Correlation 16 p (SEE N83-30357 19-01) Feb. 1983

Avail: NTIS HC A23/MF A01

Some buffeting measurements on a flutter model of the wing of a typical strike aircraft are described and the results are compared with flight experiments. New criteria for light, moderate and severe levels of buffeting are proposed, to supplement previously derived empirical criteria. The results confirm that buffet penetration in flight is not limited by the severity of buffeting, but by handling limits. The wing of this model has a rigid body freedom in the low frequency roll mode, which clearly indicates wing-rock after buffet onset. Measurements of the response in this mode indicated that the buffet excitation was bounded, and comparable with that in the first symmetric bending mode, even when the aerodynamic damping in the roll mode was falling rapidly. The rapid fall, after buffet onset, of the aerodynamic damping in this low frequency rigid body mode was accurately predicted from steady pressure measurements. In marked contrast the measured increase, after buffet onset, of the aerodynamic damping for the first symmetric bending mode could not predicted from steady pressure measurements. These observations have important implications for the prediction of buffeting in flight from measurements on models

N83-30371# Technische Hogeschool, Delft (Netherlands). Dept. of Aerospace Engineering.

AERODYNAMIC MODEL IDENTIFICATION FROM DYNAMIC FLIGHT TEST DATA AND WIND TUNNEL EXPERIMENTS

J. A. MULDER, J. G. DENHOLLANDER, and H. BINKHORST AGARD Ground/Flight Test Tech. and Correlation 21 p (SEE N83-30357 19-01) Feb 1983 refs Avail: NTIS HC A23/MF A01

Dynamic flight test techniques may be employed for the measurement of a variety of aircraft performance characteristics as well as for the measurement of stability and control characteristics in the form of for instance classical Stability and Control derivatives. The development of nonlinear aerodynamic models from dynamic flight test data is addressed. Several closely related characteristics of these models are discussed in detail such as goodness of fit to flight test data, the accuracy of model predictions and model complexity. Results are presented of a flight test program with the DHC-2 Beaver experimental aircraft equipped with a high accuracy instrumentation system. Different aerodynamic models are compared with results from windfunnel experiments.

N63-30372°# National Aeronautics and Space Administration. Ames Research Center, Moffett Field, Calif.
HELICOPTER SIMULATION VALIDATION USING FLIGHT

D. L. KEY (Army Research and Technology Labs.), R. S. HANSEN (Army Research and Technology Labs.), W. B. CLEVELAND, and ABBOTT (Army Aviation Engineering Flight Activity) AGARD Ground/Flight Test Tech. and Correlation 13 p (SEE N83-30357 19-01) Feb. 1983 refs Avail: NTIS HC A23/MF A01 CSCL 148

See N83-13112.

Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Brunswick (West Germany).
CORRELATION ASPECTS OF ANALYTICAL, WIND TUNNEL

AND FLIGHT TEST RESULTS FOR A HINGELESS ROTOR HELICOPTER

J. KALETKA and H. J. LANGER In AGARD Ground/Flight Test Tech. and Correlation 16 p (SEE N83-30357 19-01) Feb. 1983 refs

Avail: NTIS HC A23/MF A01

Two approaches to develop and verify mathematical descriptions of rotorcraft characteristics are discussed: (1) wind

tunnel experiments with a model rotor, and (2) parameter identification from flight test data. A rotor test stand with a Mach scaled BO 105 model rotor was used for measurements in two different large wind tunnels. After addressing rotor scaling aspects. emphasis is placed on wind tunnel influences and their corrections to provide the transferability of the results to the full-scale rotor Specific tests to determine flight mechanical static derivatives are described. BO 105 flight test data were used for the identification of mathematical models describing the dynamic behavior of the helicopter. After an introduction to system identification, the system excitation problem and the verification of results are addressed. Examples showing both identified derivatives and time histories of the helicopter and identified model responses are given. Finally, derivatives extracted from wind tunnel and flight tests are discussed. For comparison theoretically calculated values are also presented.

N83-30374# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Brunswick (West Germany).

CORRELATION ASPECTS IN THE IDENTIFICATION OF DYNAMIC EFFECTS USING COMPLEMENTARY TECHNIQUES FLIGHT IN TURBULENCE: GUST ALLEVIATION

K. WELHELM and R. VERBRUGGE (Inst. de Mecanique des Fluides) In AGARD Ground/Flight Test Tech. and Correlation 22 p (SEE N83-30357 19-01) Feb. 1983 refs Avail: NTIS HC A23/MF A01

overview of a research program underway at DFVLR-Braunschweig (FRG) and IMF-Lille (France) is presented The goals of this program are (1) the comparison of complementary techniques by correlating their results, and (2) the modeling of aerodynamic transient effects which must be considered for aircraft flying in turbulence situations in connection with a gust alleviation system. The following techniques are applied in the program. theoretical prediction, static wind tunnel measurements, forced oscillation balance measurements, semi-free flight model tests (dynamic simulation in wind tunnel), catapult free-flight model tests, full-scale flight tests and system identification methods. A brief description of the different facilities is given, advantages and special problems associated with the application of the different test techniques are shown. Test results are presented and compared. Two alternate approaches for modeling aerodynamic transient effects are presented. The influence of the modeling of these effects on the efficiency of an open-loop gust alleviation system is shown Author

Institut de Mecanique des Fluides de Lille N83-30375#

ASPECTS OF CORRELATION IN THE IDENTIFICATION OF DYNAMIC EFFECTS FROM COMPLIMENTARY TECHNIQUES: EVOLUTION AT HIGH ANGLES (ASPECTS DE LA CORRELATION DANS L'IDENTIFICATION D'EFFECTS DYNAMIQUES A PARTIR DE TECHNIQUES COMPLEMENTAIRES EVOLUTION AUX GRANDS ANGLES

D TRISTRANT In AGARD Ground/Flight Test Tech. and Correlation 21 p (SEE N83-30357 19-01) Feb 1983 refs in FRENCH, ENGLISH summary

Avail: NTIS HC A23/MF A01

Some experimental and analytical methods which contribute to the comprehension and prediction of aircraft behavior at high angles of attack and stall/spin are presented. A combat aircraft can start a spin departure around an horizontal trajectory which becomes vertical after several spin turns. The comparison between such a spin and that observed in vertical wind tunnel on free flight model is not easy, particularly if these movements are agitated. A representation of high angle motions, visually giving the principal characteristics of the phenomena independently of the trajectory is suggested. Such a repesentation allows the correlation of spin motions between the vertical wind tunnel and the full scale flight. One of the basic parameters which could modify the quality of the correlation of spin tests realized in Froud similitude is the Reynolds number. With a typical example concerning a light aircraft, the important influence of Reynolds number on spin equilibrium state and the test method which allows one to understand and correlate the phenomena are shown. With a typical example concerning a combat aircraft, some measurement results on a dynamic balance are examined which allow the evaluation of the aerodynamic force system at high angle of attack, the modeling of aerodynamic effects and then spin simulations which can be compared with vertical wind tunnel results on free flight model.

Author

N83-30376# Army Aviation Research and Development Command, Moffett Field, Calif. Aeromechanics Lab. DYNAMIC STRUCTURAL AEROELASTIC STABILITY TESTING OF THE XV-15 TILT ROTOR RESEARCH AIRCRAFT

L. G. SCHROERS In AGARD Ground/Flight Test Tech. and Correlation 18 p (SEE N83-30357 19-01) Feb. 1983 refs Avail: NTIS HC A23/MF A01

Predicted aeroelastic characteristics are examined in light of the major parameters effecting rotor-pylon-wing stability. Flight test techniques used to obtain XV-15 aeroelastic stability are described. The flight test results are summarized and compared to the predicted values. In addition, a limited comparison of wind tunnel results, flight test results, and their correlation with predicted values is presented.

M.G.

N83-30377# Messerschmitt-Boelkow-Blohm G.m.b.H , Munich (West Germany). Military Aircraft Div.

GROUND AND FLIGHT TEST TECHNIQUES USED FOR PROOF OF STRUCTURAL INTEGRITY OF THE TORNADO COMBAT AIRCRAFT

K. KNAUER and O. SENSBURG In AGARD Ground/Flight Test Tech. and Correlation 48 p (SEE N83-30357 19-01) Feb. 1983 refs

Avail: NTIS HC A23/MF A01

A shurt description of the Tornado program is given. The complex requirements for this all-weather combat aircraft resulted in an optimal concept including features like highly loaded swing wing in combination with a sophisticated high lift system; fly-by-wire and automatic terrain following; supersonic inlet; ant two three spool engines with integrated thrust reverser. To accommodate all the mentioned features in a minimum size/weight aircraft, it is necessary to give special attention to the structural aspects. A description of some typical examples for structural certification is presented: load and flutter models; structural component tests; design verification tests, especially for the wing suspension and pivot system; proof and ultimate load testing; and fatigue life assessment. Comparisons of selected predictions with ground and flight test results are presented for the important structural disciplines: stresses and deflections of important components; loads; and aeroelastics. Some examples of bad correlation between theory and test are discussed together with possible explanations. The merits and disadvantages of the most important theoretical methods are highlighted. BJF

N83-30378# British Aerospace Aircraft Group, Warton (England). Aircraft Group.

COMPARISON OF FLIGHT LOADS MEASUREMENTS RESULTS AND PREDICTION FOR TORNADO

J. R. J. DOVEY and G. MORETTI In AGARD Ground/Flight Test Tech. and Correlation 19 p (SEE N83-30357 19-01) Feb. 1983 refs

Avail: NTIS HC A23/MF A01

An extensive program of flight loads measurements was made on Tornado MARCA aircraft to contribute to service clearance as required by the American Military specifications. A brief resume is presented of the purpose of flight load measurements, the overall program, the calibration of the load measurement devices, the data reduction facilities, the flying techniques and of the methods used for detailed analysis of the results. Comparisons are made between flight measurements and predictions for several aircraft components for specific maneuvers and for rates of change of load with change of aircraft parameters. The contribution of flight load measurements to the extension of the flight envelope in rapid roll meneuvers is discussed and the usefulness to the final Tornado flight clearance is also assessed.

N83-30379# Aeritalia S.p.A., Torino (Italy). Bruppo Velivoli da Combattimento.

CORRELATION PROBLEMS BETWEEN FLUTTER FLIGHT TEST DATA AND GROUND TESTS/CALCULATION RESULTS FOR A VARIABLE SWEEP WING AIRCRAFT

G. DEFERRARI, A. LOTZE (MBB), and R. PYRAH (British Aerospace Aircraft Group) In AGARD Ground/Flight Test Tech. and Correlation 17 p (SEE N83-30357 19-01) Feb. 1983 refs Avail: NTIS HC A23/MF A01

It was shown that especially in connection with nonlinearities, either generated by structural, control system or aerodynamic transonic effects, flutter clearance can not be based exclusively on flight testing nor on conventional flutter calculations. Flutter flight testing is a useful and required tool for flight clearance purposes but approaching areas with low flutter margins, good correlation with analytical investigations confirmed by ground resonance tests is vitally necessary, to be able to explain the physical behavior of the flutter case and to avoid unsafe conditions during flutter flight testing. If correlation between flight test and analysis is poor, possible nonlinear effects must be incorporated into the analysis. Having proven good correlation with flight testing for special test conditions, the clearance according to the most critical case during whole service life and considering all possible amplitudes has to be provided by analysis if this condition can not be reached by flight testing.

N83-30380°# National Aeronautics and Space Administration. Ames Research Center, Moffett Field, Calif.

REAL-TIME FLUTTER ANALYSIS OF AN ACTIVE FLUTTER-SUPPRESSION SYSTEM ON A REMOTELY PILOTED RESEARCH AIRCRAFT

G. B. GILYARD and J. W. EDWARDS In AGARD Ground/Flight Test Tech, and Correlation 15 p (SEE N83-30357 19-01) Feb. 1983 refs

Avail: NT!S HC A23/MF A01 CSCL 01C

Flight-test results of the first three flights of an aeroelastic research wing are described. The flight flutter-test technique used to obtain real-time damping estimates from fast-frequency sweep data was obtained and the open-loop flutter boundary determined. Nyquist analyses of sweep maneuvers appear to provide additional valuable information about flutter suppression system operation, both in terms of phase-margin estimates and as a means of evaluating maneuver quality. An error in implementing the flutter-suppression system required in a one-half nominal gain configuration, which caused the wing to be unstable at lower Mach numbers than anticipated, and the vehicle experienced closed-loop flutter on its third flight. Real-time flutter-testing procedures were improved.

N83-30381# Vereinigte Flugtechnische Werke-Fokker G.m.b.H., Bremen (West Germany).

FLIGHT FLUTTER TESTING WITH EMPHASIS ON THE TIP VANE METHOD

H. ZIMMEMANN and R. DESTUYNDER (ONERA) In AGARD Ground/Flight Test Tech. and Correlation 14 p (SEE N83-30357 19-01) Feb. 1983 refs Previously announced as A83-18435 Avail: NTIS HC A23/MF A01

A short summary of the most important flight excitation systems developed and used in the last twenty years is given. Special emphasis is put on the vane excitation system. This system was developed for the flight vibration tests of the A 310 intermediate-range transport aircraft. The general, functional, and safety requirements for this system are described. Also the pretiminary tests, and the set-up and handling of such a system are reported. Because the vane excitation can be measured precisely, the tip vane method offers the advantage of representing aircraft response in terms of transfer functions rather than only autospectra. The transfer function so derived together with a multi-mode matching technique were then used to determine the frequencies and damping of the aircraft modes. The multi-mode matching technique is also described. The paper also reports some results obtained by flight vibration testing of the A 300 and A 310 aircraft.

N83-30382# Aeritalia S.p.A., Torino (Italy). Gruppo Veiivoli da Combattimento

A THEORETICAL/EXPERIMENTAL TECHNIQUE TO EVALUATE

STORE SEPARATION CHARACTERISTICS
F. PORRATO and V. MO /n AGARD Ground/Flight Test Tech.
and Correlation 16 p (SEE N83-30357 19-01) Feb. 1983 Avail: NTIS HC A23/MF A01

The methodology developed in AERITALIA for a few years and currently adopted to clear the separation of external stores from the parent aircraft is discussed. The tools used in this process, i.e., mathematical models, wind tunnel testings, ground and flight trials, are presented and their advantages and disadvantages briefly discussed. Particularly, the role of the matching phase between data gathered by the different techniques mentioned above to increase the reliability on store separation predictions, and hence to clear the separation of stores from the parent aircraft, is presented and discussed with a brief assessment of the method used.

Societe Nationale Industrielle Aerospatiale, Paris N83-30383#

HELICOPTER AIR INLETS: DESIGN PROCESS, WIND TUNNEL TESTING AND CORRELATIONS WITH FLIGHT DATA
F. TOULMAY In AGARD Ground/Flight Test Tech. and

Correlation 23 p (SEE N83-30357 19-01) Feb. 1983 refs In FRENCH, ENGLISH summary Avail: NTIS HC A23/MF A01

Major inlet design problems of helicopter engines and ways of solving them through down-scaled models are discussed. Pressure loss, dynamic pressure recovery, pressure distortion, hot air re-ingestion, external drag, and constraints due to engine and/or aircraft architecture are among the topics discussed. Indications are given concerning the selection of model parameters, test procedure and real-time processing

Royal Aircraft Establishment, Farnborough N83-30384# SYNTHESIS OF RESPONSES TO AGARD-FMP QUESTIONAIRE ON "PREDICTION TECHNIQUES AND FLIGHT

CORRELATION' J. WILLIAMS In AGARD Ground/Flight Test Tech. and Correlation 30 p (SEE N83-30357 19-01) Feb. 1983

Avail NTIS HC A23/MF A01 Correlation between flight results and wind tunnel, analytical prediction, free-flight model, and simulation methods, for performance, flying qualities, aeroelastic effects and subsystems such as store separation and inlets is discussed. The results of a survey of flight correlation and prediction techniques are given.

Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

ADVANCES IN SENSORS AND THEIR INTEGRATION INTO AIRCRAFT GUIDANCE AND CONTROL SYSTEMS

J. L. HOLLINGTON, ed. (Smiths Industries, Cheltenham, England) Loughton, England Jun. 1983 151 p refs (AGARD-AG-272: ISBN-92-835-1451-3; AD-A132910) Avail: NTIS HC A08/MF A01

Advanced in electro-optic sensors and airborne radar, new types of inertial sensor, low cost fluidic sensors, the measurement of airspeed and windshear with an airborne laser, an application of analytical redundancy, and the integration of a new sensor on to an existing aircraft are topics of discussion. For individual titles, see N83-34892 through N83-34901.

N83-34892# Marconi Avionics Ltd., Basildon (England).
THE STATUS OF LLTV FOR AVIONIC APPLICATIONS

W. J. R. CLARK In AGARD Advan, in Sensors and their Integration into Aircraft Guidance and Control Systems 10 p (SEE N83-34891 23-01) Jun. 1983 Avail: NTIS HC A08/MF A01

An historical review of the development of low light television (LLTV) cameras is presented the operating principles and salient characteristics of the two types of camera tube suitable for avionic applications are described. The natural environment in which such systems must operate and the fundamental and practical limitations to their performance are also described. The alternatives and applications experience based upon practical flight trials were

N83-34893# Marconi Avionics Ltd., Basildon (England). Electro Optical Surveillance Div.

THERMAL IMAGING FOR AVIONIC APPLICATIONS

G. M. CUTHBERTSON In AGARD Advan in Sensors and their Integration into Aircraft Guidance and Control Systems 12 p (SEE N83-34891 23-01) Jun. 1983 refs Avail: NTIS HC A08/MF A01

The quality of visual images formed from thermal radiation is now a standard which permits thermal imagers to be widely used in military avionic systems. The physical principles underlying the technology and the natural environment in which it operates are outlined. The evolution of thermal imager designs and the way that the latest advances in detectors and circuit technology were implemented in the Class II U.K. Thermal Imager Common Module (TICM II) program are briefly traced.

N83-34894# Ferranti Ltd., Edinburgh (Scotland). Radar Systems Dept.

ADVANCES IN AIRBORNE RADAR. THE NEW CAPABILITIES C. M. STEWART In AGARD Advan. in Sensors and their Integration into Aircraft Guidance and Control Systems 16 p (SEE N83-34891 23-01) Jun. 1983 refs

Avail: NTIS HC A08/MF A01

The power and speed of the minicomputer, microprocessor. and other signal processing subsystems have had a very significant effect on the operational capability now available from airborne radar. The mechanization of hitherto unrealizable processing strategies has encouraged the development of more sophisticated pulse compression and pulse Doppler radars and allowed them to achieve their full potential within the size and weight constraints of an aircraft installation. The new capabilities in each of the operational roles in which radar is used outlining the techniques employed are reviewed.

NR3-34895# INTRODUCTION TO OPTICAL RATE SENSORS

U. K. KROGMANN In AGARD Advan, in Sensors and their Integration into Aircraft Guidance and Control Systems 35 p (SEE N83-34891 23-01) Jun. 1983 refs Avail: NTIS HC A08/MF A01

After dealing with the reasons of optical rate sensor penetration in the near future a short introduction to the physical function and basic design of passive and active optical rate sensors was given. Particularly the passive sensors are expected to yield a decisive breakthrough in the future since they seem to offer a more favorable cost versus performance potential as compared to the active ring laser gyro. The realization of the relatively simple physical principles of optical rate measurements as treated here involves new gyro technology problems which now refer to the electro-optics, laser physics and integrated optics rather than to the precision mechanics. Feasibility problems today regarding passive sensors should be alleviated in the future where the inertial field can benefit from developments within the optical communication field. As far as the active ring laser gyro is concerned it has obtained a high level of maturity being ready for mass production. However, it is still an expensive sensor.

Jet Propulsion Lab., California Inst. of Tech., N83-34896*#

INERTIAL REFERENCES BASED ON SINGLE MODE OPTICAL FIBER WAVEGUIDES

W. C. GOSS In AGARD Advan. in Sensors and their Integration into Aircraft Guidance Control Systems 8 p (SEE N83-34891 23-01) Jun. 1983 refs

Avail: NTIS HC A08/MF A01

Recent developments in low loss single mode optical fiber waveguides, semiconductor waveguide lasers and waveguide optical and electro-optical components have made a new class of rotational inertial frame references possible. The subclasses of possible fiber waveguide gyro configurations are discussed and one approach which is under development is reviewed. Signal detection and processing, error sources, expected physical and performance characteristics, and present development status are Author discussed.

N83-34897*# National Aeronautics and Space Administration. Langley Research Center, Hampton, Va.

LOW COST FLUIDIC SENSORS

H. D. GARNER In AGARD Advan. in Sensors and their Integration into Aircraft Guidance and Control Systems 10 p (SEE N83-34891 23-01) Jun. 1983 refs Avail: NTIS HC A08/MF A01 CSCL 01D

The gyroscopic inertial sensors used in general aviation autopilots and in stability augmentation systems probably contribute more than any other component to the initial cost and to the continuing maintenance costs of these installations. Several fluidic devices which were developed to replace the gyroscopes in the conventional "wing-leveler" type autopilots used in small, general aviation airplanes are described. These sensors are characterized by simplicity of design, ease of fabrication, and lack of wearing parts. A unique, fluidic, true airspeed sensor is also described. All these devices are adapted to fabrication by low cost plastic molding techniques, and their lack of wearing parts promises long, maintenance free service lives.

N83-34898# Royal Aircraft Establishment, Bedford (England). AIRSPEED AND WIND SHEAR MEASUREMENTS WITH AN AIRBORNE CO2 CW LASER

A. A. WOODFIELD and J. M. VAUGHAN (Royal Signals and Radar Establishment) In AGARD Advan. in Sensors and their Integration into Aircraft Guidance and Control Systems 18 p (SEE N83-34891 23-01) Jun. 1983 refs

Avail: NTIS HC A08/MF A01

The Laser True Airspeed System (LATAS) installed on the RAE HS125 research aircraft is described. It has proved exceptionally reliable and rugged. Examples of results are presented including a climb to 43000 ft; flight through a severe thunderstorm wind shear (microburst); pressure error measurements; and signals observed in cloud, heavy rain and from solid objects such as the ground. Some thoughts on other potential applications such as using the sensor for an intelligent autothrottle, for measuring crossflow velocities; for measuring tire and ground speeds to save tire wear; and as a combined air data and ground velocity system for helicopters (including a facility to maintain a steady hover) are presented

N83-34899# Royal Aircraft Establishment, Farnborough AUTOMATIC SPEECH RECOGNITION AS A COCKPIT INTERFACE

R. G. WHITE In AGARD Advan. in Sensors and their Integration into Aircraft Guidance and Control Systems 16 p (SEE N83-34891 23-01) Jun. 1983 refs Avail: NTIS HC A08/MF A01

The future use of automatic speech recognition machines for the management of cockpit systems and for low bandwidth air-ground communications is discussed. After describing the principles of speech recognition, the benefits afforded to the aircrew are considered. These are balanced against the difficulties of operating in the cockpit environment. The effects that this maturing technology is likely to have on cockpit design and operating procedures are discussed. Techniques for training machines to recognize the aircrew's utterances are considered. The future for the avionic applications of automatic speech recognition is promising. A great deal of relevant research is being undertaken within NATO countries, including flight research programs planned for 1982

N83-34900°# National Aeronautics and Space Administration. Dryden (Hugh L.) Flight Research Center, Edwards, Calif.
ANALYTIC REDUNDANCE MANAGEMENT FOR FLIGHT CONTROL SENSORS

J. C. DECKERT (Draper (Charles Stark) Lab.) and K. J. SZALAI In AGARD Advan. in Sensors and their Integration into Aircraft Guidance and Control Systems 13 p (SEE N83-34891 23-01) Jun. 1983 refs

Avail: NTIS HC A08/MF A01 CSCL 01C

The formulation and flight test results of an algorithm to detect and isolate the first failure of any one of 12 duplex control sensor signals (24 in all) being monitored are reviewed. The technique uses like signal differences for fault detection while relying upon analytic redundancy relationships among unlike quantities to isolate the faulty sensor. The fault isolation logic utilizes the modified

sequential probability ratio test, which explicitly accommodates the inevitable, irreducible low frequency errors present in the analytic redundancy residuals. In addition, the algorithm used sensor output selftest, which takes advantage of the duplex sensor structure by immediately removing a hard failed sensor from control calculations and analytic redundancy relationships while awaiting a definitive fault isolation decision via analytic redundancy. This study represents a proof of concept demonstration of a methodology that is applied to duplex or higher flight control sensor configurations and, in addition, can monitor the health of one simplex signal per analytic redundancy relationship.

N83-34901# British Aerospace Public Ltd. Co., Preston (England).

INTEGRATION OF A NEW SENSOR ON TO AN EXISTING **AIRCRAFT**

A. S. LEYLAND In AGARD Advan, in Sensors and their Integration into Aircraft Guidance and Control Systems 7 p (SEE N83-34891 23-01) Jun. 1983 Avail: NTIS HC A08/MF A01

Although all sensors have differencing requirements the principles described apply to every integration task. To demonstrate the technique, an assumption was made that a requirement exists to assist the crew in poor visability by fitting a low light sensor. The requirement and the aircraft system to which it is fitted are fictitious, although representative of current systems. The method used is Top Down Design, which takes the original requirement. breaks it down to various functions and processes and then recreates it into various line replaceable units, and software requirements, in a structured compatible format.

N84-11116# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

AEROELASTIC CONSIDERATIONS IN THE PRELIMINARY **DESIGN OF AIRCRAFT**

Loughton, England Sep. 1983 322 p refs in ENGLISH and FRENCH Conf. held in London, 11-12 Apr. 1983 (AGARD-CP-354; ISBN-92-835-0338-4; AD-A133981) Avail:

NTIS HC A14/MF A01

The latest trends in aeroelastic analysis, aeroelastic tailoring, structural optimization and flutter optimization are reviewed. The application of these techniques to aircraft design is discussed. For individual titles, see N84-11117 through N84-11135.

N84-11117# Lockheed-California Co., Burbank. Advanced Flutter and Dynamics Methods

PRELIMINARY AEROELASTIC DESIGN OF STRUCTURES (PADS) METHODS DEVELOPMENT AND APPLICATION N. A. RADOVCICH In AGARD Aeroelastic Considerations in

the Preliminary Design of Aircraft 29 p (SEE N84-11116 02-01) Sep. 1983 refs

Avail: NTIS HC A14/MF A01

Preliminary Aeroelastic Design of Structures (PADS) is a highly computerized design system for generating structural weight data which include aeroelastic effects for advanced aircraft configurations. These data can then be used to update the statistical and semianalytical weight data base during configuration tradeoff studies. Three aspects of PADS are discussed: the formulation of computer operating system technology and data management techniques which will permit the definition and execution of engineering processes in a user friendly environment; a definition of engineering processes for preliminary aeroelastic design of structures which may be used to design an aircraft for strength and stiffness in the elapsed time normally available for a conceptual design phase; and the presentation of results from the PADS validation effort, computer software as well as engineering processes, using a known airplane design data base

N84-11118# Societe Nationale Industrielle Aerospatiale, Toulouse (France).

AEROSPATIAL'ES APPROACH TO THE STUDY OF FLUTTER AT THE DESIGN STAGE OF THE PROJECT (APPROCHE AEROSPATIALE DE L'ETUDE DU FLOTTEMENT AU NIVEAU DE L'AVANT-PROJET)

M. CURBILLON In AGARD Aeroelastic Considerations in the Preliminary Design of Aircraft 32 p (SEE N84-11116 02-01) Sep. 1983 refs In FRENCH; ENGLISH summary Avail: NTIS HC A14/MF A01

Because of its importance from the point of view of safety and certification, the flutter behavior of a plane must be estimated as soon as possible in the study of a project. In fact, geometry, structural conception, and sizing could be strongly influenced by this phenomena. The problem is formulated in order to present the most important factors. The objectives of the flutter study at the design stage are defined. The approach of the simplified mathematical model, normal modes and flutter calculations are exposed. Examples from aerospatiale studies are included.

Autho

N84-1119# Boeing Military Airplane Development, Seattle, Wash.

AEROELASTIC TAILORING OF HIGH-ASPECT-RATIO COMPOSITE WINGS IN THE TRANSONIC REGIME

C. J. BORLAND and D. W. GIMMESTAD In AGARD Aeroelastic Considerations in the Preliminary Design of Aircraft 12 p (SEE N84-11116 02-01) Sep. 1983 refs
Avail: NTIS HC A14/MF A01

A procedure for coupling a rapid, accurate transonic aeroelastic analysis method, based on nonlinear small disturbance theory, with a simple design optimization method for high aspect ratio composite box beam type structures is described. A sample aeroelastically tailored preliminary design employing nonlinear transonic aerodynamics is presented. Currently available aeroelastic tailoring methods for composite aircraft structure employ linearized analysis of aeroelastic loads in the optimization cycle. For aircraft whose primary structural design conditions lie in the transonic regime, however, these loads may be considerably in error and may therefore lead to an other than optimum design. For aircraft with advanced technology or supercritical airfoil sections, the aerodynamic loading is extremely sensitive to changes in shock position and strength, which are affected in turn by small changes in geometry due to aeroelastic loading.

N84-11120# British Aerospace Aircraft Group, Weybridge (England).

AEROELASTIC DESIGN OF CIVIL TRANSPORTS AT THE PROJECT STAGE

R. E. J. BRAZIER, A. E. DUDMAN, and B. W. PAYNE In AGARD Aeroelastic Considerations in the Preliminary Design of Aircraft 11 p (SEE N84-11116 02-01) Sep 1983

Avail. NTIS HC A14/MF A01

The concepts of aeroelastic design of civil transports at the project stage are outlined. The formulation of the data and computing requirements are described, as well as the aeroelastic predictions to the project design. The design of a competitive civil transport aircraft must take account of aeroelastic effects and aeroelastic requirements at the project stage. The overall design will be decided by other considerations but the final tuning of the design, leading to structural/performance optimization has to include aeroelastic data on static distortion, dynamic loading and flutter requirements. In order to be able to produce these data at the project stage, where geometry and configuration changes need to be assessed rapidly, a system was developed by which quick and reliable predictions can be made.

N84-11121# Royal Netherlands Aircraft Factories Fokker, Schiphol-Oost.

TRANSONIC FLUTTER CLEARANCE FOR A SUPERCRITICAL TRANSPORT AIRCRAFT IN THE PRELIMINARY STAGE

N. PRONK, H. WALGEMOED, and R. J. ZWAAN (NLR, Amsterdam). In AGARD. Aeroelastic Considerations in the Preliminary Design of Aircraft. 13 p. (SEE N84-11116-02-01). Sep. 1983. rets.

Avail. NTIS HC A14/MF A01

Recently, design studies for a short haul transport with a supercritical wing were made. One of the aeroelastic questions to

be answered already in the preliminary design phase of these wings was the question of flutter freedom in the foreseen flight envelope. A survey is given of the steps taken in the flutter clearance, especially those which were prompted by the transonic aspects. Aerodynamic investigations are discussed involving transonic wind tunnel tests on oscillating supercritical airfoils, transonic flutter tests on a supercritical wing model and the development of calculation methods. A flutter analysis method for these transonic conditions is verified on the wind tunnel model results and applied to the full scale design, showing the influence of the transonic aerodynamics.

N84-11122# Vereinigte Flugtechnische Werke G.m.b.H. Bremen (West Germany).

INFLUENCE OF MAIN DESIGN PARAMETERS ON FLUTTER BEHAVIOUR FOR AIRCRAFT CONFIGURATIONS WITH HEAVY CONCENTRATED MASSES

H. ZIMMERMAN and S. VOGEL In AGARD Aeroelastic Considerations in the Preliminary Design of Aircraft 11 p (SEE N84-11116 02-01) Sep. 1983 refs Avail: NTIS HC A14/MF A01

Heavy concentrated masses fitted elastically to the wing can induce flutter in an aircraft. This flutter case is well known for fighter aircraft with certain store configurations. For transport aircraft this flutter case becomes more and more important especially for wing engined aircraft with heavy engines, and modern transonic profiles. The structural and aerodynamic influence parameters for this flutter case are described for a particular project. A flutter speed inside the flight envelope caused by this type of flutter can only be prevented by taking account of aeroelastic criteria and their influence on the early design of the aircraft. For a frozen design this flutter case can only be prevented by penalizing the weight and drag properties of the aircraft. Because transonic aerodynamics also decreases the flutter speed (known as the transonic dip) for aircraft with modern transonic profiles this flutter case deserves special consideration.

Author

N84-11123# De Havilland Aircraft Co. of Canada Ltd., Downsview (Ontario).

AEROELASTIC DESIGN CONSIDERATIONS FOR TURBOPROP POWERPLANT INSTALLATIONS

J. J. GLASER In AGARD. Aeroelastic Considerations in the Preliminary Design of Aircraft. 18 p. (SEE N84-11116-02-01). Sep. 1983 refs. Sponsored in part by Dept. of National Defence and National Research Council of Canada.

Avail: NTIS HC A14/MF A01

Experience gained in designing turboprop powerplant suspension systems to minimize vibrations resulting from propeller unbalance is discussed. An overview is first given of turboprop suspension considerations including whirl flutter, vibration isolation and landing loads. This is followed by an outline of the design evolution of the DHC-7 suspension system proven successful in service. The design features of the DHC-8 system, currently under development, are also prepared. Recommendations pertinent to preliminary design and development are given.

N84-11124# Douglas Aircraft Co., Inc., Long Beach, Calif THE DEVELOPMENT OF FAST-FLOW (A PROGRAM FOR FLUTTER OPTIMIZATION TO SATISFY MULTIPLE FLUTTER REQUIREMENTS)

B A. ROMMEL In AGARD Aeroelastic Considerations in the Preliminary Design of Aircraft 17 p (SEE N84-11116 02-01) Sep 1983 refs

Avail: NTIS HC A14/MF A01

FAST-FLOW is being developed as a production program for finite element flutter optimization. This program is the third step in an automated sequential structural design process that begins with an optimization for buckling and static strength. FAST-FLOW features a user selected design optimization procedures such as the feasible direction design search in CONMIN or a criteria optimizer to provide the structural resizing. Multiple flutter requirements resulting from variations in payload, fuel state, speed, and altitude are simultaneously satisfied FAST-FLOW tracks both flutter speed and hump mode damping factors in design space. Second order Taylor approximations of the flutter speeds and hump mode damping factors may be updated periodically during a fully automated design cycle. During an update, the model is resembled in modal form, modes are updated, and the location of the flutter

speeds and hump modes is reestablished. Then, the gradient and Hessian matrices used in the Taylor approximations for each requirement are updated. These design sensitivities are then used in a fast redesign cycle with the optimizer until the design converges or a new update is required. Program architectural considerations are presented and contrasted with standard structural analysis programs. The impact of finite element dynamics on standard production flutter analysis procedures is also discussed. Author

N84-11125# Royal Aircraft Establishment, Farnborough (England).

THE INITIAL DESIGN OF ACTIVE CONTROL SYSTEMS FOR A FLEXIBLE AIRCRAFT

I. W. KAYNES and D. E. FRY In AGARD Aeroelastic Considerations in the Preliminary Design of Aircraft 17 p (SEE N84-11116 02-01) Sep. 1983 refs
Avail: NTIS HC A14/MF A01

Methods have been developed for designing active control systems to alleviate the symmetric loads due to vertical gusts on a flexible aircraft. Techniques for choosing sensor positions and system gains are demonstrated, with the interpretation of results being aided by graphical methods that allow easy assessment of conflicting objectives and system constraints. A relatively simple model shows that loads in continuous turbulence can be alleviated by at least 50%, with ailerons driven by feedback signals from accelerometers at the center of gravity and on the wing and with pitch stability augmented using the elevators. Maneuverable loads are also alleviated. The methods are shown to be useful for predicting the potential of active controls at an early stage of design definition. The possibility of slight degradations from a number of sources is assessed, including more complex representations of the aileron actuator and the sensors, aileron rate limitations and different choices of gust model.

N84-11126# Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany).

ÀEROELASTIC DESIGN CONSIDERATIONS IN THE DEVELOPMENT OF HELICOPTERS

H. STREHLOW and B. ENENKL In AGARD Aeroelastic Considerations in the Preliminary Design of Aircraft 25 p (SEE N84-11116 02-01) Sep. 1983 refs
Avail: NTIS HC A14/MF A01

There are a number of aeroelastic phenomena associated with the design of helicopters. The dynamic stability and response characteristics of rotary wing aircraft are dependent on parameters which have to be defined in the preliminary design phase. The type of rotor and its control determine largely the aeroelastic behavior of a helicopter. Of special interest are nowadays hingeless and bearingless rotor systems. Aeroelastic design considerations for these rotor types are discussed. Coupling effects due to geometric nonlinearities and blade root attachments with recone, droop, sweep and offsets are of great importance with respect to the aeroelastic stability and must be considered carefully in a preliminary phase. In addition, stability and vibration problems call for exact blade tuning possibilities, which in turn require an analytical understanding. Coupling between rotor and fuselage may have significant effects on aeroelastic stability and response. Design parameters related to this complex area are also Author discussed

N84-11127# Westland Helicopters Ltd. Yeovil (England).
THE INFLUENCE OF AEROELASTIC STABILITY
REQUIREMENTS ON HELICOPTER DESIGN

S. P. KING In AGARD Aeroelastic Considerations in the Preliminary Design of Aircraft 12 p (SEE N84-11116 02-01) Sep. 1983 refs

Avail: NTIS HC A14/MF A01

The avoidance of aeroelastic and aeromechanical instabilities is a prime objective of aircraft design, and must be considered throughout the design cycle. Due to lack of data the analysis of instabilities during preliminary design is a difficult task, consequently simple models may be more useful than large and complex analyses. A number of potential instabilities are discussed; blade flutter; main rotor flap lag stability; tail rotor pitch flap lag and the complete aircraft problems of ground and air resonance. In each case a description of the mechanism involved in the instability is given and a simple analytic tool for its investigation is suggested.

N84-11128# Sikorsky Aircraft, Stratford, Conn AEROELASTIC CONSIDERATIONS IN THE DESIGN OF HIGH SPEED ROTORS

W. L. MIAO and R. H. BLACKWELL. In AGARD Aeroelastic Considerations in the Preliminary Design of Aircraft 16 p (SEE N84-11116 02-01) Sep. 1983 refs Avail: NTIS HC A14/MF A01

The high speed requirement dictates that the rotor design be simple and clean Elimination of blade articulations as well as pitch bearings and lag dampers is emerging as a candidate technology for such a rotor. The resulting bearingless type rotor design has to deal with the question of rotor stability and the coupled rotor/airframe stability. The ments of the stiff inplane design versus the soft inplane design in light of the stability issues are discussed. The philosophy of introducing blade bending torsion couplings to improve stability characteristics is substantiated. As vibration potential increases with airspeed exponentially and may become a limiting factor to the speed achievable, reducing vibration should be an integral part of the aeroelastic considerations for high speed rotor. Parameters that can reduce vibrations are discussed generically. Sensitivities of vibration are shown for blade bending and torsion stiffnesses, mass distribution, frequency and mode shape.

N84-11129# Societe Nationale Industrielle Aerospatiale, Marignane (France).

ESTIMATED ANALYSIS OF THE AEROELASTIC BEHAVIOR OF TAIL ROTORS [ANALYSE PREVIONNELLE DU COMPORTEMENT AEROELASTIQUE DES ROTORS ARRIERE] G. GENOUX and G. BLACHERE In AGARD Aeroelastic Considerations in the Preliminary Design of Aircraft 22 p (SEE N84-11116 02-01) Sep. 1983 refs in FRENCH Avail: NTIS HC A14/MF A01

A relatively precise knowledge of the aeroelastic behavior of helicopter rotors is necessary for their optimum sizing and maximum safety. In the case of tail rotors, behavior prediction is complex because of the dynamic environment, aerodynamics, and their particular operating conditions (passage range, important twisting action, regime...). Complete modeling of the behavior of the anti-torque rt rotor and of helicopter structure is difficult at the estimation stage. Despite inherent limitations at this step, the approach consists in creating an ensemble of specialized models adapted to the types of rotors studied, of reasonable shape, which permits an estimated knowledge of the most important problems. Certain methods used at Aerospatiale for the study and aeroelastic adjustment of tail rotors are described as well as their application to different concepts (articulated rotors, rotors made of composites, and "fenestrons" Transl. by A.R.H.

N84-11130# Politecnico di Milano (Italy). Dept. of Aerospace.
THE ROLE OF AEROELASTICITY IN THE PRELIMINARY
DESIGN OF HELICOPTER ROTORS

V. GIAVOTTO, M. BORRI, A. RUSSO (Costruzioni Aeronautiche Giovanni Agusta S.p.A., Varese, Italy), and A. CERIOTTI (Costruzioni Aeronautiche Giovanni Agusta S.p.A., Varese, Italy) In AGARD Aeroelastic Considerations in the Preliminary Design of Aircraft 8 p (SEE N84-11116 02-01) Sep. 1983 refs Avail: NTIS HC A14/MF A01

The design of a helicopter rotor is a complex process, in which aeroelastic aspects are involved practically at all stages. As the integration of the different models employed in the design needs to be rationalized, integrated computation system shall be developed, whereby aeroelasticity can be taken into account since the earliest stages. This paper shows the first significant results of a development activity of this kind carried out by AUGUSTA in cooperation with POLITECNICO of Milano.

N84-11131# Avions Marcel Dassault-Breguet Aviation Saint-Cloud (France).
AEROELASTICITY AND OPTIMIZATION AT THE DESIGN

AEROELASTICITY AND OPTIMIZATION AT THE DESIGN STAGE [AEROELASTICITE ET OPTIMISATION EN AVANT-PROJET]

C. PETIAU and D. BOUTIN In AGARD Aeroelastic Considerations in the Preliminary Design of Aircraft 18 p (SEE N84-11116 02-01) Sep. 1983 refs in FRENCH Avail: NTIS HC A14/MF A01

A procedure developed for static and dynamic structural analysis is completed in several weeks using a three view scheme of the

aircraft, laws of the relative mass of wing units, a summary definition of the internal architecture, a choice of materials, and construction technology. For each version studied, calculation at the design stage involves: (1) a first finite element analysis of rough planning with sampling and simplified loads; (2) analysis of problems of static aeroelasticity, computation of loads by accounting for aeroelasticity, and the automatic study of surrounding loads; (3) computation of flutter with a study of critical configurations with exterior loads removed; and (4) the automatic optimization of sampling, supplying the minimal weight of the structure that satisfies the constraints of static behavior, of aerodistortion limitations, and of the speed of velocity of flutter. A combat aircraft with wings made composite materials is analyzed.

N84-11132# British Aerospace Aircraft Group, Preston (England)

AEROELASTIC CONSIDERATIONS IN PRELIMINARY DESIGN OF A MILITARY COMBAT AIRCRAFT

M. ORMEROD and D. G. GIBSON In AGARD Aeroelastic Considerations in the Preliminary Design of Aircraft 12 p (SEE N84-11116 02-01) Sep. 1983 refs
Avait: NTIS HC A14/MF A01

This report gives an outline of the aeroelastic considerations taken into account during the early stages of a modern combat aircraft design. It describes the manner in which the aerodynamic performance requirements are balanced against what can be achieved by structural optimization. At the same time, flutter characteristics are established in such a way that as many as possible of the design features that are potentially critical for flutter are identified. It is shown that these procedures can produce structure that achieves the selected performance targets and give adequate fundamental (bending/torsion) flutter speeds. However, there are significant secondary effects associated with items such as tip missiles, control surface actuation and underwing stores that have to be treated carefully if meaningful design advice is to be given before the design is frozen.

Author

N84-11133# Messerschmitt-Boelkow-Blohm G m b.H., Munich (West Germany). Airplane Div.

PRELIMINARY DESIGN OF AIRCRAFT USING STRUCTURAL OPTIMIZATION METHODS

H. GOEDEL, G. SCHNEIDER, and H. HOERNLEIN In AGARD Aeroelastic Considerations in the Preliminary Design of Aircraft 13 p (SEE N84-11) 16 02-01) Sep 1983 refs
Avail: NTIS HC A14/MF A01

Weight minimized surfaces of a modern high performance aircraft have to fulfill statical, dynamical and aeroelastical requirements such as highly maneuverable aircraft, high control surface effectiveness, no flutter in the mission domain. To meet these requirements it is necessary to improve the optimization procedures and applicate them even in the preliminary design phase of an aircraft to become acquainted with the influence of the main design parameters. The presented paper deals with the activities at MBB in the field of structural optimization. The presented paper deals with the activities at MBB in the field of structural optimization. The theoretical background of the optimization will be described with special regard to the constraints such as stresses, deflections in conjunction with control surface effectivenesses, flutter speed and side limits. Flutter speed optimization is based on an optimality criterion including physical facts whereas for the other constraints mathematical programming procedures are used. By means of well known test examples, a vertical tail structure and a simplified wing structure the capabilities of the applied optimization program systems are shown and results

N84-11134# Rockwell International Corp., El Segundo, Calif. A FLUTTER OPTIMIZATION PROGRAM FOR COMPLETE AIRCRAFT STRUCTURAL DESIGN S SIEGEL In AGARD Aeroelastic Considerations in the

S SIEGEL In AGARD Aeroelastic Considerations in the Preliminary Design of Aircraft 17 p (SEE N84-11116 02-01) Sep. 1983 refs

Avail: NTIS HC A14/MF A01

A new computer program for flutter optimization has been developed and successfully used to accurately account for the interactive aerodynamic and structural effects of the complete aircraft. The program is both cost and time effective when compared with alternate available approaches and can be used

from preliminary through advanced design stages. To insure that strength requirements are met, the optimization program starts with the strength design and automatically performs an iterative solution to raise the complete aircraft flutter speed. During each cycle of iteration, local areas of structure are stiffened by applying the criterion of constant strain energy density in the flutter mode to obtain near minimum weight solution. This program has successfully analyzed recent complete aircraft designs to provide adequate structure for flutter safety.

Author

N84-11135# Politecnico di Milano (Italy). Ist. di Ingegneria Aerospaziale.

FAST FLUTTER CLEARANCE BY PARAMETER VARIATION V. GIAVOTTO, P. MANTEGAZZA, T. MERLINI, L. DEOTTO (Aermacchi, Varese, Italy), M. LUCCHESINI (Aermacchi, Varese, Italy), and R. MANTELLI (Aermacchi, Varese, Italy) In AGARD Aeroelastic Considerations in the Preliminary Design of Aircraft 12 p (SEE N84-11116 02-01) Sep. 1983 refs
Avail: NTIS HC A14/MF A01

After a discussion regarding the main requirements of the study of flutter in the preliminary design, a unified computation system is proposed, which can effectively perform the various types of analysis required. This system was implemented and confirmed through the comparison with experimental results obtained with a wind tunnel model. The computation system used for the flutter analysis of a combat aircraft with external stores proved to be effective and adequately accurate even in the hardest situations, when the gradients of the critical speed with respect to design parameters are very high.

Author

N84-12050# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

SOME TRENDS IN AIRSHIP TECHNOLOGY DEVELOPMENTS

L. B. CREMA (Ist. di Tecnologia Aerospaziale, Rome) and A. CASTELLANI (Ist. di Tecnologia Aerospaziale, Rome) 1982 12 p refs. Presented at the 56th Meeting of the Struct. and Mater. Panel, London, 10-15 Apr. 1983

(AGARD-R-717; ISBN-92-835-1458-0; AD-A133996) Avail: NTIS HC A02/MF A01

Recent advances in aerospace technology, and in particular the application of new materials and novel structures, have special relevance to the development of dirigibles. Significant reductions in structure weight, it is demonstrated, can be achieved through the use of, for example, carbon fiber composites. Corresponding improvements in operational performance are shown.

Author

N84-12056# Advisory Group for Aerospace Research and Development, Neutlly-Sur-Seine (France).

INTEGRATION OF FIRE CONTROL, FLIGHT CONTROL AND PROPULSION CONTROL SYSTEMS

Loughton, England Aug. 1983 194 p refs. In ENGLISH and FRENCH. Symp. held in Toulouse, 17-20 May 1983 (AGARD-CP-349; ISBN-92-835-0335-X; AD-A135166) Avail: NTIS HC A09/MF A01

The potential and problems of integrating mission critical and flight critical systems are examined. Fuel conservation, attack performance, combat survivability, and flight safety are addressed. For individual titles, see N84-12057 through N84-12071.

N84-12057# Federal Ministry for Defence, Bonn (West Germany)

INTEGRATION OF FIRE, FLIGHT AND PROPULSION CONTROL SYSTEMS: AN OVERVIEW, RETROSPECTIVE AND PROSPECTIVE

W. M FRAEDRICH In AGARD Integration of Fire Control, Flight Control and Propulsion Control Systems 12 p (SEE N84-12056 03-01) Aug. 1983 refs
Avail: NTIS HC A09/MF A01

A brief historical review of aviation control technology is presented and topics related to digital data processing are discussed in detail. Problems which may arise with a totally integrated system are demonstrated through the use of examples and strategies for avoiding such problems are suggested. M.G.

Air Force Armament Lab., Eglin AFB, Fla. N84-12058# Hypervelocity Missile Branch.

HYPERVELOCITY MISSILE: BASED ON THE CONCEPT OF AIRCRAFT/MISSILE INTEGRATION FOR MAXIMUM FIREPOWER

T. C. ADEN In AGARD Integration of Fire Control, Flight Control and Propulsion Control Systems 14 p (SEE N84-12056 03-01) Aug. 1983

Avail: NTIS HC A09/MF A01

The conventional approach to weapons for the close air support/battlefield interdiction (CAS/BI) missions has not provided NATO forces with affordable, effective firepower of the order required to defeat armored thrusts. The conventional approach has led to weapons that are either too expensive for stockpile and training purposes or too expensive to go to war. It has also failed to provide NATO strike aircraft assigned to the CAS/BI missions with the ability to achieve a large number of kills per pass or kills per sortie. The hypervelocity missile concept integrates current and emerging flight control system (FCS) technology with a low cost, lightweight missile to provide NATO forces with a significant firepower improvement. The U.S. Air Force has completed a series of ground launched flight tests that have successfully resolved all technical issues critical to missile guidance, control and accuracy questions. This series of successful demonstrations permits immediate continuation into an air launch flight test environment to demonstrate the integration of the three critical elements -- the aircraft, the FCS, and the missile.

N84-12059# Norwegian Defence Research Establishment,

F-16 PENGUIN ANTI-SHIP MISSILE INTEGRATION

E. BRODERSEN In AGARD Integration of Fire Control, Flight Control and Propulsion Control Systems 7 p (SEE N84-12056 03-01) Aug. 1983 Avail: NTIS HC A09/MF A01

Integration of the Norwegian Penguin Mk3 antiship missile for operation on the F-16 aircraft is discussed. Due to the inherent flexibility of both the aircraft and the missile system, no hardware changes are required on the aircraft. Software changes are designed such that the pilot can operate the weapon to its full performance by using existing cockpit controls and displays in a way quite similar to other air to ground missions.

N84-12060# Marconi Avionics Ltd., Rochester (England). Airborne Display Div.

INTEGRATION OF FIRE CONTROL, NAVIGATION SYSTEM AND HEAD UP DISPLAY

G. M. BARLING In AGARD Integration of Fire Control, Flight Control and Propulsion Control Systems 18 p (SEE N84-12056 03-01) Aug. 1983 Avail: NTIS HC A09/MF A01

The inclusion of a sophisticated navigation function in a head up display/weapon aiming computer (HUD)/(WAC) is described together with integration of the resultant subsystem into an overall navigation/attack system. A growing trend in airborne systems computing is highlighted.

N84-12061# Northrop Corp., Hawthorne, Calif. Aircraft Div. APPLICATION OF FLIGHT CONTROLS TECHNOLOGY TO ENGINE CONTROL SYSTEMS

R. J. SEEMANN and J. L. LOCKENOUR In AGARD Integration of Fire Control, Flight Control and Propulsion Control Systems 26 p (SEE N84-12056 03-01) Aug. 1983 refs Avail: NTIS HC A09/MF A01

A system design approach is outlined and some considerations for the design of electronically implemented control laws are discussed. A typical redundancy management concept, based on digital flight control techniques, for a quadruplex engine control system is described. This is followed by an analysis methodology to determine the probability of control system failure. Some implications that the use of probability theory has on the control system design requirements are discussed.

N84-12062# Societe Nationale d'Etudes et de Construction de Moteurs d'Aviation, Moissy-Cramavel (France).

THE RELATIONS BETWEEN THE NUMERICAL CONTROL OF THE ENGINE AND OTHER AIRCRAFT FUNCTIONS (LIENS ENTRE LA REGULATION NUMERIQUE DU MOTEUR ET LES AUTRES FONCTIONS DE L'AVION]

D. RAMBACH In AGARD Integration of Fire Control, Flight Control and Propulsion Control Systems 9 p (SEE N84-12056 03-01) Aug. 1983 In FRENCH Avail: NTIS HC A09/MF A01

Numerical control opens the door to a larger integration of the aircraft engine by means of dialog with the pilot and other aircraft systems, either to provide new functions or to improve actual services. The objectives aimed for cover better performance, a nontotal optimization, and a greater ease in piloting. To accomplish this, several systems must dialog. A number of structures permit this. A method is proposed for choosing a structure that preserves to each important system its autonomy in case of difficulty while always benefitting from the advantage of integration. The functions are analyzed and regrouped in a pyramid so as to respect a nonpropagation of engine trouble. The objective is to preserve a distinct and controllable organization in the integrated system. This nonoptimal organization gives priority to reliability on the one hand, and an unambiguous division of responsibilities on the other.

British Aerospace Public Ltd. Co., Lancashire N84-12063# (England). Advanced Control Systems Group

INTEGRATED POWERPLANT CONTROL SYSTEMS AND POTENTIAL PERFORMANCE BENEFITS

A. G. SEABRIDGE and R. A. EDWARDS In AGARD Integration of Fire Control, Flight Control and Propulsion Control Systems 10 p (SEE N84-12056 03-01) Aug. 1983 refs Avail: NTIS HC A09/MF A01

Three aspects of integration in which the powerplant control system was integrated with the aircraft systems were examined. It is shown that the powerplant control system can be progressively integrated into the aircraft systems architecture by a distributed computing system for utility systems management. It is shown that the powerplant control system is a candidate for further improvement as a result of the integration and the ready availability of off take load related data. Some of the advantages of integration with flight control are discussed.

Dowty and Smith Industries Controls Ltd., N84-12064# Cheltenham (England).

FULL AUTHORITY DIGITAL ELECTRONIC ENGINE CONTROLS AND THEIR INTEGRATION WITH FLIGHT CONTROL SYSTEMS IN VSTOL AIRCRAFT

E. S. ECCLES In AGARD Integration of Fire Control, Flight Control and Propulsion Control Systems 10 p (SEE N84-12056) 03-01) Aug. 1983 refs Avail: NTIS HC A09/MF A01

The architecture and construction of the system applied to the Pegasus engine and aimed at the AVBB application are described. The system's architecture was determined by the requirements of a single engined VSTOL aircraft. It is essentially a dual-dual system. This architecture was chosen to provide reliable and positive detection of failure with rapid reaction and no degradation of performance. The likely extension of this system to the control of plenum chamber burning (PCB) is discussed.

N84-12065# Air Force Flight Dynamics Lab., Wright-Patterson AFB, Ohio.

DESIGN AND DEVELOPMENT OF THE MULTIFUNCTION FLIGHT CONTROL REFERENCE SYSTEM

J. T. YOUNG, J. M. PERDZOCK, D. L. SEBRING (McDonnell Douglas Corp.), and L. EDINGER (Honeywell Inc.) In AGARD Integration of Fire Control, Flight Control and Propulsion Control Systems 10 p (SEE N84-12056 03-01) Aug. 1983 refs Avail: NTIS HC A09/MF A01

The multifunction flight control reference system (MFCRS) concept which uses a minimum number of inertial sensors in a survivable configuration to provide inertial data for flight control, navigation, weapon delivery, cockpit displays, and sensor stabilization is discussed. The MFCRS program was initiated to verify, through flight test, the key issues of redundancy management and flight control. A redundancy management system based on

parity equations was designed. It was shown which noise levels were higher than predicted. Additional filtering was required for MFCRS to prevent false alarms and high frequency actuator response. This filtering affected the flight control stability and performance and the flight control design was modified. It is found that integration of inertial data for fire control, flight control, and propulsion control will require close coupling and coordination between functional groups to resolve performance conflicts and

N84-12066# Ferranti Ltd., Edinburgh (Scotland).
SOME ASPECTS OF FLIGHT TRAJECTORY CONTROL IN
FUTURE AVIONIC SYSTEMS FOR COMBAT AIRCRAFT W. H. MCKINLAY In AGARD Integration of Fire Control, Flight

Control and Propulsion Control Systems 11 p (SEE N84-12056 03-01) Aug. 1983 refs Avail: NTIS HC A09/MF A01

Some of the reasons for increased integration with the emphasis on flight profile control in combat aircraft, largely in the ground attack role are considered. Some of the reasons for further integration involving flight control are examined and the various phases of flight and particular problems are considered. It is suggested that future work will consist of developing particular capabilities, concentrating on the relationship between pilot and total system, learning how to control the design of such a closely coupled system and handling the important problems of testing, reliability, maintainability and the attainment of minimum economic configurations which will satisfy all these goals. The need for flexibility in any system which combines automation with a high degree of pilot participation is stressed.

Deutsche Forschungs- und Versuchsanstalt fuer N84-12067# Luft- und Raumfahrt, Brunswick (West Germany). Inst. fuer Flugfuehrung

A DIAGNOSIS SCHEME FOR SENSORS OF A FLIGHT CONTROL SYSTEM USING ANALYTIC REDUNDANCY

N. STUCKENBERG In AGARD Integration of Fire Control, Flight Control and Propulsion Control Systems 12 p (SEE N84-12056 03-01) Aug. 1983 refs

Avail: NTIS HC A09/MF A01

A diagnosis scheme for sensors of a flight control system is presented. Based on analytic redundancy a duplex sensor configuration provides the fail operational capability of a conventional triplex sensor system. This is achieved by using deterministic observers. The feasibility of the presented concept is demonstrated.

N84-12068# Avions Marcel Dassault, Saint-Cloud (France). EFFECTS OF INTEGRATED MAINTENANCE ON THE DEFINITIONS OF ONBOARD EQUIPMENTS [REPERCUSSIONS DE LA MAINTENANCE INTEGREE SUR LA DEFINITION DES EQUIPMENTS EMBARQUES

M. COUTOIS In AGARD Integration of Fire Control, Flight Control and Propulsion Control Systems 13 p (SEE N84-12056 03-01) Aug 1983 In FRENCH Avail: NTIS HC A09/MF A01

Equipments for the Mirage 2000 aircraft are related among themselves by a numeric bus centrally controlled by a single tactical (principal) computer. The integrated maintenance of these systems encompasses that realized during the functional operation of the weapon system and is based on permanent surveillance of the equipment operation and the recording of anomalies during flight. In addition, there is a maintenance realized during the particular operation of the weapon system which permits more in-depth tests of the equipment and verifies all information exchanges made by the numeric bus or by point-to-point analog or digital relations. During the maintenance operation, the weapon system no longer provides an operational function. The material and logic implications of the maintainability function accomplished by the equipments are described by distinguishing those arrangements used during functional operation and those used during maintenance. The software for integrated maintenance at the level of the principal computer which controls the numeric bus is described.

Transl. by A.R.H.

Bodenseewerk Geraetetechnik G.m.b.H. N84-12069# Ueberlingen (West Germany).

AN INTEGRATED AFCS FOR THE "PROFILE"-MODE

P. WUEST and W. ALLES In AGARD Integration of Fire Control, Flight Control and Propulsion Control Systems 11 p (SEE N84-12056 03-01) Aug. 1983 refs Avail: NTIS HC A09/MF A01

The structure of the integrated control system and the appropriate parameter design method using the AIRBUS A300 as an example is described. The structure of the system is characterized by: (1) a mixture of feedforward and feedback control thus allowing to separate the design of the command disturbance characteristics; and (2) decoupling speed and height loop. The control system design relies on the knowledge of aircraft and engine characteristics, both known to the FMC or similar devices. To ease the analytic parameter design, the relevant aircraft dynamic is simplified by the incorporation of well proven basic loops such as pitch attitude feedback and N1/EPR-control. Within the scope of this simplification eigenvalues of the entire system are prescribed. Energy-saving aspects by the reduction of throttle lever excursions is considered using this approach.

N84-12070# British Aerospace Aircraft Group, Brough (England). ACT Design Group

THE INTEGRATION OF FLIGHT AND ENGINE CONTROL FOR VSTOL AIRCRAFT

N. P. PATTINSON In AGARD Integration of Fire Control, Flight Control and Propulsion Control Systems 7 p (SEE N84-12056 03-01) Aug. 1983 refs

Avail: NTIS HC A09/MF A01

A control philosophy appropriate to future jet VSTOL aircraft which leads naturally to the integration of flight and engine control system is discussed. The potential benefits of this class of system are stated and integration aspects, both in terms of control laws and at the hardware level, are considered. The areas surrounding this approach to VSTOL control which require deeper study are

Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

A NONLINEAR CONTROL LAW FOR PILOTING AIRCRAFT IN THE AIR-TO-GROUND ATTACK PHASE (SUR UNE LOI DE COMMANDE NON-LINEAIRE POUR LE PILOTAGE DES AVIONS EN PHASE D'ATTAQUE AIR-SOL

B. D. VU and O. L. MERCIER In AGARD Integration of Fire Control, Flight Control and Propulsion Control Systems 10 p (SEE N84-12056 03-01) Aug. 1983 refs in FRENCH; ENGLISH

Avail: NTIS HC A09/MF A01

With focus on the control configured vehicle concept, a manual and non-conventional aircraft control law is presented which provides an improved target tracking in air-to-ground gunnery. The system architecture which integrates a weapon system, a fire control system and a flight control system is analyzed. In comparison to classical flight control systems, improvements come mainly from the elaborate processing of the pilot steering commands. The application of modern nonlinear control techniques to the design of the control law makes it otherwise well-suited for aircraft alignment maneuvers of large magnitude. The controllability of a linear version of the control law was demonstrated on a manned simulator.

N84-12072# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

SPECIAL COURSE ON SUBSONIC/TRANSONIC

AERODYNAMIC INTERFERENCE FOR AIRCRAFT Loughton, England Jul. 1983 286 p refs in ENGLISH and

FRENCH Course held in Rhode-Saint-Genese, Belgium, 2-6 May 1983 and in Dayton, Ohio, 16-20 May 1983 (AGARD-R-712; ISBN-92-835-0332-5; AD-A133675) Avail: NTIS

The emphasis of the course was on the configuration optimization in the transonic regime where both military and commercial aircraft must maneuver in an agile but stable manner. The course material has been updated and was presented in a more structured fashion emphasizing the fluid dynamic interference mechanisms that are the keys to the optimization. In addition some aspects of subcritical interference were also covered including

01 AERONAUTICS (GENERAL)

those arising in the takeoff and landing phase of the flight with high lift devices deployed. Background material is given describing the computational and testing. The wide range of interference phenomena is covered arising in the optimization of both military and commercial aircraft starting from the simple airfoil and wing and extending to the complete configuration. For individual titles, see N84-12073 through N84-12086.

N84-12073# Boeing Co., Seattle, Wash.
SUBSONIC/TRANSONIC AERODYNAMIC INTERFERENCE FOR AIRCRAFT: INTRODUCTORY REMARKS

H. YOSHIHARA In AGARD Spec. Course on Subsonic/Transonic Aerodyn. Interference for Aircraft 5 p (SEE N84-12072 03-01)

Avail: NTIS HC A13/MF A01

These introductory remarks provide examples of important subsonic and transonic fluid dynamic mechanisms that make up interference concepts used in aircraft optimization. The rationale for the lecture topic selection and the course outline are then given.

Author

N84-12074# National Aerospace Lab., Amsterdam (Netherlands).

Theoretical Aerodynamics Dept.

COMPUTATIONAL METHODS FOR SUBSONIC AND TRANSONIC AERODYNAMIC DESIGN

J. W. SLOOFF In AGARD Spec, Course on Subsonic/Transonic Aerodyn. Interference for Aircraft 40 p (SEE N84-12072 03-01)

Avail: NTIS HC A13/MF A01

An overview is provided of computational methods that can be used in solving the design problem of aerodynamics; i.e., the problem of finding the detailed shape of (parts of) configurations of which the gross geometric characteristics have already been determined in a preliminary, overall design process, and that, subject to certain constraints, have to meet given aerodynamic requirements. Attention is focussed on methods for solving the classical inverse problem of aerodynamics and on approaches using optimization techniques. Both methods limited to subsonic flow utilizing panel method technology as well as methods based on finite difference/volume formulations for compressible, transonic flow are covered. In conclusion a discussion is presented of the relative merits of the various computational approaches to the problem of aerodynamic design.

N84-12075# Boeing Co., Seattle, Wash. SUBSONIC/TRANSONIC VISCOUS INTERACTIONS

H. YOSHIHARA In AGARD Spec. Course on Subsonic/Transonic Aerodyn. Interference for Aircraft 14 p (SEE N84-12072 03-01) Jul. 1983 refs

Avail: NTIS HC A13/MF A01

Significant viscous interactions arising at transonic cruise and maneuver conditions and low speed/high lift conditions are described for airfoils and swept wings. Consequences on the performance and stability of fighter and airlift aircraft are briefly sketched. Computational methods using the integral boundary layer/wake equations are then described in a narrative fashion.

Autho

N84-12076*# National Aeronautics and Space Administration. Langley Research Center, Hampton, Va. TRANSONIC AIRFOIL DEVELOPMENT

R. T. WHITCOMB In AGARD Spec. Course on Subsonic/Transonic Aerodyn. Interference for Aircraft 9 p (SEE N84-12072 03-01) Jul. 1983 refs
Avail: NTIS HC A13/MF A01 CSCL 01A

This lecture consists of three parts, in which discussions are presented of the current state of development of transonic or supercritical airfoils designed for fully turbulent boundary layers on the surfaces, previous research on subcritical airfoils designed to achieve laminar boundary layers on all or parts of the surfaces, and current research on supercritical airfoils designed to achieve laminar boundary layers. In the first part the use of available two dimensional computer codes in the development of supercritical airfoils and the general trends in the design of such airfoils with turbulent boundary layers are discussed. The second part provides the necessary background on laminar boundary layer phenomena. The last part, which constitutes the major portion of the lecture, covers research by NASA on supercritical airfoils utilizing both

decreasing pressure gradients and surface suction for stabilizing the laminar boundary layer. An investigation of the former has been recently conducted in fight using gloves on the wing panels of the U.S. Air Force F111 TACT airplane, research on the later is currently being conducted in a transonic wind tunnel which has been modified to greatly reduce the stream turbulence and noise levels in the tests section.

N84-12077# Boeing Commercial Airplane Co., Seattle, Wash. Aero Research and Development.

AERODYNAMIC DESIGN FOR OVERALL VEHICLE PERFORMANCE

 H. RETTIE In AGARD Spec. Course on Subsonic/Transonic Aerodyn. Interference for Aircraft 10 p (SEE N84-12072 03-01) Int. 1983.

Avail: NTIS HC A13/MF A01

The process by which a wing is designed and integrated into an aircraft configuration is examined in detail. The way in which the characteristics of the design are matched to the size of the aircraft and to the critical segments of typical missions is described with some examples. High-speed computers are used routinely today to determine optimum dimensions for the vehicle. Their growing use in Computational Fluid Dynamics for aerodynamic design prior to wind tunnel testing is examined particularly as regards the capability this offers to tailor a single component such as the wing leading edge to obtain improvements in more than one flight regime by one modification to the aircraft.

N84-12078# National Aerospace Lab., Amsterdam (Netherlands).

APPLICATION OF COMPUTATIONAL PROCEDURES IN AERODYNAMIC DESIGN

J. W. SLOOFF In AGARD Spec. Course on Subsonic/Transonic Aerodyn. Interference for Aircraft 23 p (SEE N84-12072 03-01) Jul. 1983 refs

Avail: NTIS HC A13/MF A01

Examples are discussed on the application of computational methods in aerodynamic design problems involving interference. Amongst these are: subsonic wing-body, sting support pylon-nacelle and pylon-store interference, high-lift devices, induced drag minimization through constrained optimization in the Trefftz-plane and transonic wing-fuselage design and analysis. In addition a discussion is given on the problem of optimal usage of aerodynamic soft-ware in analyses and design, requiring an integrated systems approach.

N84-12079°# National Aeronautics and Space Administration. Langley Research Center, Hampton, Va.

TRÂNSONIC EMPIRICAL CONFIGURATION DESIGN PROCESS R. T. WHITCOMB /n AGARD Spec. Course on Subsonic/Transonic Aerodyn. Interference for Aircraft 9 p (SEE N84-12072 03-01) Jul. 1983 refs
Avail: NTIS HC A13/MF A01

This lecture describes some of the experimental research pertaining to transonic configuration development conducted by the Transonic Aerodynamics Branch of the NASA Langley Research Center. Discussions are presented of the following: use of florescent oil films for the study of surface boundary layer flows; the severe effect of wind tunnel wall interference on the measured configuration drag rise near the speed of sound as determined by a comparison bytween wind tunnel and free air results; the development of a near sonic transport configuration incorporating a supercritical wing and an indented fuselage, designed on the basis of the area rule with a modification to account for the presence of local supersonic flow above the wing; a device for improving the transonic pitch up of swept wings with very little added drag at the cruise condition; a means for reducing the large transonic aerodynamic interference between the wing, fuselage, nacelle and pylon for a for a fuselage mounted nacelle having the inlet above the wing; and methods for reducing the transonic interference between flows over a winglet and the wing. **Author**

N84-12080# Aircraft Research Association Ltd., Bedford (England)

AERODYNAMIC INTERFERENCE: A GENERAL OVERVIEW

A. B. HAINES In AGARD Spec. Course on Subsonic/Transonic Aerodyn. Interference for Aircraft 52 p (SEE N84-12072 03-01)

Avail: NTIS HC A13/MF A01

A general survey is given of the sources of aerodynamic interference and of how adverse interference can be avoided and favorable interference exploited in the optimisation of the design of complete configurations for modern civil transport and military combat aircraft. The basic nature of wing-body interference is discussed at some length since these effects are at the root of much of what is to follow. There is considerable emphasis on means to reduce profile, vortex and transonic wave drag but it is also stressed that favorable interference concepts can be employed to improve lift for manoeuvere and to optimise stability and control characteristics at high incidence.

N84-12081# Messerschmitt-Boelkow-Blohm/Entwicklungspring Nord, Bremen (West Germany).

TRANSONIC CONFIGURATION DESIGN

G. KRENZ /n AGARD Spec. Course on Subsonic/Transonic Aerodyn. Interference for Aircraft 26 p (SEE N84-12072 03-01) Jul. 1983 refs

Avail: NTIS HC A13/MF A01

General design aspects as well as specific criteria for a transonic wing lay-out are described and some special problems inherent in any transonic wing design are discussed on the basis of wind tunnel measurements. Aerodynamic wing concepts are considered, following two different design strategies by model tests in the transonic wind-tunnel. It was found that the shock development on the upper wing surface has a strong effect on both the design and off-design performance of the wing in terms of lift-drag. Potential flow methods used in transonic wing designs are discussed

N84-12082# British Aerospace Aircraft Group, Preston

TRANSONIC CONFIGURATION DESIGN (FIGHTER)

D. E. SHAW In AGARD Spec. Course on Subsonic/Transonic Aerodyn. Interference for Aircraft 21 p (SEE N84-12072 03-01) Jul. 1983 refs

Avail: NTIS HC A13/MF A01

Current design procedures with special reference to aerodynamic interference and the associated use of computational fluid dynamics are discussed. A number of illustrations of various interference phenomena that play a major part in the optimisation of a new design are given. Specifically, the examples given are the detailed effects of twin fins versus single fin; the flap taileron effects on laterals; wing stores; the effects of vortices; and wind tunnel effects with vortices included.

N84-12083# Aircraft Research Association Ltd., Bedford (England).
EXTERNAL STORES INTERFERENCE

A. B. HAINES In AGARD Spec. Course on Subsonic/Transonic Aerodyn. Interference for Aircraft 20 p (SEE N84-12072 03-01)

Avail: NTIS HC A13/MF A01

External store installations are frequently a source of considerable adverse aerodynamic interference giving large increases in drag, reductions in usable lift and poor store release characteristics. This adverse interference can be greatly alleviated or even transformed into favorable interference. Some of the available evidence for a wide variety of arrangements is given. The nature of the interference, both adverse and favorable, is described, particular emphasis being placed on the major adverse interference in standard multiple carriers and in some underwing installations. The possible benefits of wing tip carriage and carefully arranged underfuselage arrays are noted. Throughout, stress is laid on the fact that dramatic improvements might be possible by adopting a radical approach to store carriage.

N84-12084# Boeing Commercial Airplane Co., Seattle, Wash. Aero Research and Development.

INTERFERENCE PROBLEMS IN AIRCRAFT DESIGN

I. H. RETTIE In AGARD Spec. Course on Subsonic/Transonic Aerodyn. Interference for Aircraft 10 p (SEE N84-12072 03-01) Jul 1983

Avail: NTIS HC A13/MF A01

The nature of aerodynamic interference among the components of an aircraft is examined. Some of the flow mechanisms involved are studied with the help of theoretical flow models with the objective of identifying design guidelines for the avoidance of performance or other penalties. The possible achievement of favorable interference in some cases is also discussed. Emphasis is placed upon the growing capability of computational methods which allow the designer to explore interference effects during the early phase of a design prior to wind tunnel tests.

Messerschmitt-Boelkow-Blohm/Entwicklungspring N84-12085# Nord, Bremen (West Germany).
ENGINE/AIRFRAME INTERFERENCE

G. KRENZ /n AGARD Spec. Course on Subsonic/Transonic Aerodyn. Interference for Aircraft 17 p (SEE N84-12072 03-01) Jul. 1983 refs

Avail: NTIS HC A13/MF A01

A short review about typical aircraft representatives with different types of engine housing is given. The reasons why current commercial transport aircraft designed for the transonic flight regime prefer conventional engine locations under the wing are given. On first sight type of configuration rarely changed over the past 25 years. However, the strength of flow interference was increased considerably due to the rapid progress in engine as well as wing technology. On the engine side mainly the enlarged massflow and fan diameter contribute to the stronger interaction, while the wing tends to thicker leading to higher loaded designs with supercritical flow in the transonic flight regime. The increasing effects of wing/engine interference were studied in several transonic wind-tunnels. Results including those of varying engine distances from the transonic wing are presented.

N84-12086# British Aerospace Aircraft Group, Preston (England).

ENGINE-AIRFRAME INTERFERENCE EFFECTS

A VINT In AGARD Spec. Course on Subsonic/Transonic Aerodyn. Interference for Aircraft 21 p (SEE N84-12072 03-01) Jul. 1983 refs

Avail: NTIS HC A13/MF A01

The various types of interference between a turbo-jet or turbo-fan engine and the airframe as applicable to military aircraft are described in detail. Examples of the effects on overall aircraft aerodynamics are given, including, where possible, simple means for their evaluation. It is shown that the interference may give either significant benefits or penalties and that relatively minor geometric changes can have profound effects. Above all it is shown that the effects of all aspects of engine airframe interference must be known early in the design process so tht pitfalls can be avoided or beneficial effects included in the initial aircraft design.

Advisory Group for Aerospace Research and N84-15034# Development, Neuilly-Sur-Seine (France).

ADVANCED CONCEPTS FOR AVIONICS/WEAFON SYSTEM DESIGN, DEVELOPMENT AND INTEGRATION

Loughton Oct. 1983 484 p refs in ENGLISH and FRENCH Symp. held in Ottawa, 18-22 Apr. 1983

(AGARD-CP-343; ISBN-92-835-0337-6; AD-A138600) Avail:

NTIS HC A21/MF A01

New design and development strategies are considered to achieve the technical and performance benefits expected of highly advanced and integrated avionics/weapons system in an economic and timely manner. The applicable design and development concepts being considered are as follows: design of the overall system to satisfy the operational requirements; parallel design and development activities in relevant disciplines; retention of design and application flexibility and growth in subsystems by means of appropriate data processing and subsystem inter/intracommunications structure; planning of logistic support elements including reliability, maintainability and supportability as well as life cycle cost considerations; and comprehensive integrated

ground testing prior to airborne evaluation of the weapons systems. For individual titles, see N84-15035 through N84-15075.

N84-15035# General Dynamics Corp., Fort Worth, Tex. Avionic Systems Dept.

SYSTEM ARCHITECTURE: KEY TO FUTURE AVIONICS CAPABILITIES

G. R. ENGLAND In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop. and Integration 6 p (SEE N84-15034 06-01) Oct. 1983 refs
Avail: NTIS HC A21/MF A01

Modern aircraft still rely, as old World War II aircraft, upon the pilot or crew for integration of information from diverse discrete subsystems, sensors and weapons. During this long period of technology time, each generation of systems has generally become more complex and increased the quantity and rate of information to the crew. In many weapon system implementations these two factors have resulted in increased problems in the areas of system availability, affordability, supportability and operability. Although the F-16 has broken this trend it is still evident that new system architectures will be needed as mission requirements in the future create added system demands. Traditional avionic design, support and operability approaches will be unable to cope. The size reduction and performance improvements resulting from large scale and high speed integrated circuits will make it possible to restructure the way avionics systems are designed. For example, standard modules for multiuse applications are possible. These modules become the building blocks for a new type of system architecture. Advanced data switching communication techniques provides the necessary data transfer rates to support sensor fusion, cockpit automation, and fault tolerant processing. Generic signal processors make shared functions realizable.

N84-15036# Westinghouse Electric Corp., Baltimore, Md. Defense and Electronics Center.

TACTICAL REQUIREMENTS IMPACT ON AVIONICS/WEAPON SYSTEM DESIGN

T. E. SPINK and J. F. PATTON In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 15 p (SEE N84-15034 06-01) Oct. 1983 refs
Avail: NTIS HC A21/MF A01

The complexity of tactical weapon delivery was greatly increased by the advent of new weapons, the enormity of enemy defenses and the awesome capability of new digital technology. However, careful assessment of the tactical requirements becomes even more important if a truly effective marriage of airframe, avionics and weapons is to be achieved. A review of a typical tactical mission requirement, battlefield interdiction, establishes a base for derivation of functional requirements on which an integrated attack system architecture is designed. The result is a need for a multisensor, multimode capability functionally integrated to achieve the flexibility required by the mission.

N84-15037# Northrop Corp., Hawthorne, Calif. Aircraft Div.
OPERATIONAL READINESS AND ITS IMPACT ON FIGHTER
AVIONICS SYSTEM DESIGN

J. F. IRWIN In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 11 ρ (SEE N84-15034 06-01) Oct. 1983 refs Avail: NTIS HC A21/MF A01

Operational Readiness (OR) is a widely used term that covers various aspects of availability, maintainability, reliability and testability. Just as the development of avionic systems require the establishment of system engineering, software design and interface management guidelines, the same requirement exists for the world of operational readiness. These OR guidelines include the following controllable elements: design for testability (DFT), operational fault tolerance, system diagnostic reconfiguration, post flight data extraction/analysis, and integrated test and maintenance. Design and Acquisition of systems and prime electronic equipment must account for early consideration of testability and automatic test design requirements. Testability factors influence all phases of design, integration, deployment and support of electronic equipment and will adversely impact weapon system availability and ultimate return on investment if improperly specified and implemented. The major goals of fault tolerant systems are increased weapon systems availability, mission survivability, and an affordable life cycle cost. Widespread acceptance of operational readiness objectives will probably be predicated on the demonstrated life cycle cost of those initial aircraft containing fault tolerant systems. A managerial and technical roadmap for accomplishing the desired operational readiness goals in the next generation fighter is provided. The contribution of the various attributes (including testability, avionic architecture, fault tolerant designs, BIT, standardization and operational readiness control) is provided.

Author

N84-15038# Naval Weapons Center, China Lake, Calif. Weapons and Tactics Analysis Center.

AVIONICS CONCEPT EVALUATION AT THE FORCE LEVEL M, CARTWRIGHT and T. HAVEN In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 7 p (SEE N84-15034 06-01) Oct. 1983

Avail: NTIS HC A21/MF A01

The development of new avionics systems should be guided and supported by force level analysis. Evaluation at the force level is necessary in order to assure that a concept, as it is conceived and developed, will indeed provide a significant increase in capability when the resulting weapon system is used in an operational environment. The Weapons and Tactics Analysis Center (WEPTAC) at the Naval Weapons Center is a war gaming facility for doing force level analysis. It is used to evaluate weapon systems and tactics as they would be employed in realistic scenarios involving opposing forces. It provides a valuable tool, therefore, for the evaluation of avionics concepts. The importance of force level analysis in avionics system development, describes the WEPTAC facility, and gives an example of the use of WEPTAC to evaluate an avionics concept is discussed.

N84-15039# Royal Aircraft Establishment, Farnborough (England). Flight Systems Dept.

A FUTURE SYSTEM DESIGN TECHNIQUE BASED ON FUNCTIONAL DECOMPOSITION, SUPPORTED BY QUANTIFIABLE DESIGN AIMS, AND GUIDELINES FOR MINIMUM MAINTENANCE COSTS

D. OLDFIELD and L. T. J. SALMON /n AGARD Advanced Concepts for Avionics/Weapon System Design, Develop. and Integration 6 p (SEE N84-15034 06-01) Oct. 1983 refs

Avail: NTIS HC A21/MF A01

The increasing cost and complexity of modern fast jet aircraft, coupled with the long development period which takes place while technology is changing rapidly, make it necessary to consider a new approach to system design. Such an approach should be based on a structured top down procedure, in which the rather general requirement can be changed into a detailed documented design in a controlled manner. One important aspect of design is cost, and in particular cost effectiveness and life cycle cost. At least some of the design aims are based on cost effectiveness reasoning, and it is necessary to have an appreciation of the background to this. Reliability dependent maintenance costs amount to much more than the original purchase price, and hence it is essential to be aware of the possible cost drivers, and include maintenance aspects in the design approach from the beginning.

Autho

N84-15040# Electronique Serge Dassault, St. Cloud (France).
TOWARDS A MODULARITY OF SOFTWARE CONCEIVED FOR
THE REQUIREMENT OF THE USER [VERS UNE MODULARITE
DU LOGICIEL CONCUE POUR LES BESOINS DE
L'UTILISATEUR]

P. CATEL In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 14 p (SEE N84-15034 06-01) Oct. 1983 in FRENCH

Avail: NTIS HC A21/MF A01

Background data on software for the main computer of an avionics system is re riewed and the step taken at Dassualt in the search for modularity of software that is adapted to user needs is examined. This step evolved in two phases. The first phase concerned the median size (up to 64 K words) and permitted definition of a software structure and rules for cutting. The second phase appeared on the occasion of starting a new application, of more important volume, before becoming the base for an important family of applications. A study, led conjointly with the program specifier (the master work of the system), permitted different improvements, both on the plan of the structure as well as the methods for cutting, so as to obtain a perfect recovery of the entities of the software. This was concretized by the use of new

tools and by extensions of the virtual machine of the computer ARH

N84-15041# Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany). Military Aircraft Div.

OF **ELECTROMAGNETIC** EFFECTS IN MODERN AIRCRAFT DEVELOPMENT

D. JSEGER In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 18 p (SEE N84-15034 06-01) Oct 1983

Avail: NTIS HC A21/MF A01

Due to the use of new materials, the enlargement of the electromagnetic environment, the increasing susceptibility of electronic components and the rising dependence on satisfactorily functioning electronics, greater attention must be paid to electromagnetic effects in modern aircraft development. The increase in the scope of problems in comparison with the past and the possibilities which can be recommended for their solution are presented. Author

N84-15042# Naval Air Development Center, Warminster, Pa. **AVIONICS/CREW STATION INTEGRATION**

W. G. MULLEY In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 9 p (SEE N84-15034 06-01) Oct. 1983 Avail: NTIS HC A21/MF A01

Advanced development concepts aimed at increasing the aircraft instrumentation performance for multiplatform applications of 1990's weapons systems are discussed. The objectives of these three areas are as follows: the system integration objectives are to produce a system architecture easily adaptable to many platforms; technology objectives are to determine the state of the art for displays, electronics, and controls; and the human factors objectives are to determine the proper human machine interfaces so that the ultimate crew station will be capable of providing the pilot with the proper display and controls performance to satisfy the diverse requirements of a fighter, attack, ASW, fixed wing, rotary wing, and V/STOL platforms in both a one man crew or two man crew matrix. All data/control interface among units of this crew station system and other platform subsystems are via digital data buses and video multiplex buses. No individual discrete signal, data, or control lines are needed. The six interfaces necessary to ensure the optimum development of this crew station, the predicted platform mission improvements, and the requisite life cycle cost considerations are discussed. This concept serves as a basis for planning the integation of the necessary hardware and software features in current and future weapons systems.

N84-15043# Avions Marcel Dassault-Brequet Aviation Saint-Cloud (France).

COMBINED VISUALIZATION COMBINE VISUALISATION

B. SIMON In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 10 p (SEE N84-15034 06-01) Oct. 1983 In FRENCH Avail: NTIS HC A21/MF A01

Combined visualization corresponds to a mechanical ensemble uniquely regrouping a head up display and a head down display. The head up imagery is collimated and the head down imagery is either collimated or focalized on a fixed plane. Such a system permits a diversity of uses: (1) extending the visual field downward when the head down visualization is collimated; (2) reducing the head up symbology by a better division on the entire screen when the head down visualization is collimated; and (3) when the head down visualization is focalized at a fixed distance, it can be associated with another head down screen.

N84-15044# Bundesamt fuer Wehrtechnik und Beschaffung. Koblenz (West Germany).

GUIDELINES AND CRITERIA FOR THE FUNCTIONAL INTEGRATION OF AVIONIC SYSTEMS WITH CREW MEMBERS IN COMMAND

W. BROECKER In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 12 p (SEE N84-15034 06-01) Oct. 1983 refs Avail: NTIS HC A21/MF A01

Significant technical hardware advances were made during the past few years in digital-micro-technology that have caused problems of how to handle and how to use their great potential for the best benefit of designing a distinctly better system and working environment for the crew member in order to make him a real functional member of the system. Such a good approximation to a real functional integration of technical means and human beings seems to be the only promising way for a distinct improvement of weapon system effectiveness. Although the human member of the airborne system has not made at all comparable performance advances, he is increasingly used in a Superman role, required to integrate and monitor most of the subsystem, and thereby to compensate for the shortcomings and discrepancies of the total weapon system. Last but not least the primary job is to perform a mission in hostile environment.

N84-15045# Naval Weapons Center, China Lake, Calif. NAVY'S ADVANCED AIRCRAFT ARMAMENT PROGRAM CONCEPT OBJECTIVES

T. M. LEESE and J. F. HANEY In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 17 p (SEE N84-15034 06-01) Oct. 1983 Avail: NTIS HC A21/MF A01

The Advanced Aircraft Armament System (AAAS) was originally chartered to improve armament equipment performance, support, and interoperability. Because of funding constraints the AAAS Program was increasingly directed to development of air armament interface standards and technology, while advanced concept development of suspension release and stores management equipment was de-emphasized. The current program concentrates on supporting the Joint Navy/Air Force Aircraft Armament Interface Program whose task is development of MIL-STD-1760 (Aircraft Electrical Interconnection System) and associated guidelines for successful application. Since the advanced concepts which were to be originally developed are a more appropriate subject, the context of the discussion is the program prior to the redirection. The Fleet needs and deficiencies which provided the requirements for the concept effort are briefly outlined, the objectives and goals are detailed, and the approach to achieve mission flexibility and performance improvements at reduced ownership costs is discussed. A key aspect of the approach is development of generic designs which capitalize on cost and growth advantages of standards while allowing incorporation of advancing technology.

N84-15046# Avions Marcel Dassault-Breguet Aviation, Saint-Cloud (France).

CONNECTING AIRCRAFT AND EXTERNAL LOADS (LIASONS AVION-CHARGES EXTREMES C. CONNAN and M. SALUAN In AGARD Advanced Concepts

for Avionics/Weapon System Design, Develop. and Integration 13 p (SEE N84-15034 06-01) Oct. 1983 In FRENCH Avail: NTIS HC A21/MF A01

The evolution and complexity of so-called simple external loads (bombs) and the more important number of parameters demanded by complex loads (missiles, especially nacelles) makes the digitization of most material indispensable. The only other information left to connect is that pertaining to safety and large bandpass information. This information can be communicated as a function of the aircraft loads. For safety purposes, information authorizing the firing of weapons is not entirely digitized and is electrically segregated from other signals. The stanag 3837 project proposes a standardization of the electrical connections of external loads; however, it imposes the type of digital connection of the aircraft which is not necessary for interoperability: all securities are processed by doubling the numerical connection without any special connection. Architecture in existing aircraft or aircraft being developed or to be developed is discussed. Transl. by A.R.H. N84-15047# Northrop Corp., Hawthorne, Calif. Aircraft Div. TOWARDS THE FUNCTIONAL PARTITIONING OF HIGHLY TOLERANT AVIONICS INTEGRATED. FAULT SIGNAL PROCESSORS

J. A. REY In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 12 p (SEE N84-15034 06-01) Oct. 1983

Avail: NTIS HC A21/MF A01

Avionics systems for new interdiction fighter aircraft require a high degree of integration, translated into automation for crew operations, of such formerly diverse subsystems of penetration, target acquisition, weapon delivery, threat detection and suppression and flight/propulsion control. Also coupled into this is the infusion of VHSIC/VSLIC. All this implies the need for a fault tolerant system to ensure flight safety and high operational ability. Some of the partitioning (configuration) issues involved in the integration process are discussed. Specifically, the issues involved with the functional partitioning into "generic" high speed signal processors and how this partitioning will cross some of the traditional interfaces between such things as flight control systems and avionics systems and subsystems within the avionic suite are addressed. Of special interest is the partitioning for sensor blending/data fusion/hi-speed data buses as pertains to terrain following/terrain avoidance function and how the critical path computations are made fault tolerant and/or allow for graceful degradation so that flight/mission safety is assured. Also discussed are the methods for computing reliability values based on these new configurations so that fault tolerant evaluations methods, such as the Markov process, may more realistically be computed.

Author

N84-15048# McDonnell Aircraft Co., St. Louis, Mo. ADVANCED F/A-18 AVIONICS

R. C. DRUMMOND and J. L. LOOPER In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 13 p (SEE N84-15034 06-01) Oct. 1983 Avail: NTIS HC A21/MF A01

The F/A-18 Hornet is a single seat, twin engine aircraft designed to fulfill fighter and light attack roles for the United States Navy and Marine Corps, and is being purchased by Canada, Australia and Spain. It has a very capable multimission weapon system, integrated so a single pilot can perform both fighter and attack missions. The challenge of multimission capability is to provide the necessary weapon system elements for effective air-to-air and air-to-surface weapons delivery without requiring a major flight line change each time the aircraft is reconfigured with armament. The answers for the multimission Hornet are digital technology and extensive system integration. High reliability, large scale integrated circuits and microprocessors are employed throughout the digital avionics suite. Integration among avionic subsystems is accomplished over the MIL-STD-1553A dual digital multiplex bus under control of two mission computers. The Hornet has significant growth potential in addition to its present capabilities. Growth capacity includes spare computer memory, electrical power, cooling air and physical space. Author

N84-15049# Royal Aircraft Establishment, Farnborough (England)

DEF STAN 00-18: A FAMILY OF COMPATIBLE DIGITAL INTERFACE STANDARDS

D. R. BRACKNELL and A. A. CALLAWAY In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 5 p (SEE N84-15034 06-01) Oct. 1983 Avail: NTIS HC A21/MF A01

Four data transmission standards published as parts of DEF STAN 00-18 are described. They constitute a compatible family of standards for avionic data transmission to meet the majority of current system requirements, and serve to focus both component and system development resources within the UK, to the benefit of both MOD and Industry. The guide to the use of the standards, future plans, and new options for standarization are discussed

N84-15050# British Aerospace Aircraft Group, Brough (England). Avionics Development Engineering Dept

TECHNIQUES FOR INTERBUS COMMUNICATION IN A MULTIBUS AVIONIC SYSTEM

W. H. HALL In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop. and Integration 10 p (SEE N84-15034 06-01) Oct. 1983 refs Avail: NTIS HC A21/MF A01

While studying the design of total aircraft systems using MIL-STD-1533 Data Buses the need for interbus communication protocols in multibus architectures was established. Two types of interbus communication were identified as necessary; cyclic message transfer and acryclic message transfers. Cyclic messages are handled by assigning specific subaddresses in the bus controller remote terminals which receive and pass on these messages to the appropriate destination on a cyclic basis as preprogrammed in the relevant bus controllers. Acyclic messages are handled by a special protocol based on the use of the service request bit in the status word, the transmit vector word mode code, a specially formulated vector word, special data words which are used as interbus transmit and interbus receive command words, together with the use of reserved subaddresses, one for each bus on the network. This protocol is explained in detail together with the measures taken in the subsystem to remote terminal interface to ensure orderly transmission of data and effective error recovery Author with lost or corrupt messages.

N84-15051# General Dynamics Corp., Fort Worth, Tex A VIDEO BUS FOR WEAPON SYSTEM INTEGRATION

P. L. CURRIER and W. E. MILES In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 9 p (SEE N84-15034 06-01) Oct. 1983 Avail: NTIS HC A21/MF A01

Military standard 1760, which defines the mechanical and electrical characteristics of the connector interface for new weapons, is described. As a joint Air Force/Navy standard, all new weapons will be required to be designed such that all command, control, and communication with those stores will occur through these pre-defined connector pins. Once an aircraft is built to meet the connector requirements, then any new weapon can be added by only changing the weapon delivery software. The problems an airframe manufacturer faces in adopting the standard are highlighted and the solution of one of these problems, viz. the video requirements of the standard, is examined.

Air Force Avionics Lab., Wright-Patterson AFB, N84-15052#

NETWORK COMMUNICATIONS FOR A DISTRIBUTED AVIONICS SYSTEM

J. C. OSTGAARD and D. A. ZANN In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 10 p (SEE N84-15034 06-01) Oct 1983 refs Avail: NTIS HC A21/MF A01

Due to the postulated 1990's threat environment advanced avionics architectures are experiencing demands for increased performance which have led, in part, to increased processing requirements and system complexity. As more processors are added to the control environment of sophisticated military aircraft. the choice of processor interconnection topology and methodology assumes greater importance. This choice profoundly influences information throughput, reliability, survivability and integrity throughout the weapon system. The ability to rapidly exchange/transfer information among processors and devices is critical if one is to develop a reliable, effective, communication system. Basic communication techniques which could serve as candidates in satisfying the network communication requirements of an advanced avionics architecture are addressed. Features of each technique are examined to ascertain the performance of these multi-access protocols in terms of developed system-driven criteria. Author

N84-15053# McDonnell Aircraft Co., St. Louis, Mo.

AVIONICS FAULT TREE ANALYZER

M. E. HARRIS In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 15 p (SEE N84-15034 06-01) Oct. 1983 refs Avail: NTIS HC A21/MF A01

McDonnell Douglas' F/A-18 aircraft allows use of a man-portable, microprocessor controlled, ground based test set to isolate avionic failures to the electronic card or shop replaceable assembly (SRA). Through a single existing connector on the aircraft, this Avionics Fault Tree Analyzer (AFTA) communicates, exercises, interrogates, and diagnoses the avionic subsystems. There are many instances when the AFTA not only isolates faults in the electronics but also in the aircraft wiring. Largely due to the truly distributive processing architecture of the aircraft and the modular design of the avionics, fault detection and isolation well beyond the weapon replaceable assembly (WRA) is achieved within milliseconds. Avionics as sophisticated as the flight control system, RADAR, and the stores management system are supported quickly and efficiently with electronics card replacement without intermediate level ground support facilities. The AFTA is currently a ground based device; however, the AFTA function will be incorporateo in future aircraft.

N84-15054# Avions Marcel Dassault-Brequet Aviation, Saint-Cloud (France).

FIRST LEVEL INTEGRATED MAINTENANCE IN WEAPONS SYSTEMS [MAINTENANCE PREMIER ECHELON INTEGREE DANS LES SYSTEMES D'ARMES!

M. E. L. COURTOIS In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 10 p (SEE N84-15034 06-01) Oct. 1983 In FRENCH Avail: NTIS HC A21/MF A01

The localization of replaceable entities in breakdown and the validation of functional chains are the two objectives of first level integrated maintenance that must be performed using only devices onboard modern combat aircraft. Integrated maintenance in a weapon system meets these imperatives by profiting from the technical evaluation of the equipment, the architecture of the weapon system, and the digital bus for the exchange of multiplexed information such as that used on the mirage 2000 aircraft. The principles of integrated maintenance, both on the ground and in-flight, are discussed. Transl. by A.R.H.

Concordia Univ., Montreal (Quebec) COMPUTER GRAPHICS TECHNIQUES FOR AIRCRAFT EMC ANALYSIS AND DESIGN

S. J. KUBINA (Defence Research Estab.) and P. BHARTIA In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop and Integration 9 p (SEE N84-15034 06-01) 1983 refs

Avail: NTIS HC A21/MF A01

A comprehensive computer-aided system for the prediction of the potential interaction between avionics systems, with special emphasis on antenna-to-antenna coupling, is described. The methodology is applicable throughout the life cycle of an avionic/weapon system, including system upgrades and retrofits. As soon as aircraft geometry and preliminary systems information becomes available, the computer codes can be used to selectively display proposed antenna locations, emitter/receptor response characteristics, electromagnetic interference (EMI) margins and the actual ray-optical paths of maximum antenna-antenna coupling for each potential interacting antenna set. Antennas can be interactively relocated by track-ball (or joystick) and the analysis repeated at will for optimization or installation design study purposes. The codes can significantly simplify the task of the designer/analyst in effectively identifying critical interactions among an overwhelming large set of potential ones. In addition, it is an excellent design, development and analysis tool which simultaneously identifies both numerically and pictorially the EMI interdependencies among subsystems.

Dornier-Werke G.m.b.H., Friedrichshafen (West N84-15056# Germany). Avionics Dept

THE LOCK-ON-BEFORE-LAUNCH WEAPON DELIVERY AND DISPLAY/CONTROL CONSIDERATION

In AGARO Advanced Concepts for BOECKING Avionics/Weapon System Design, Develop, and Integration 15 p. (SEE N84-15034 06-01) Oct 1983 refs Avail: NTIS HC A21/MF A01

Investigations to provide basic test data to assess different methods of target acquisition and missile seeker aiming and lock-on are described. In addition, the pilot workload with different controls and displays was assessed and methods of reduction derived Further different weapon information and weapon-video-displaysystems and their advantages and disadvantages were investigated. The accuracy and speed of weapon aiming were especially evaluated.

N84-15057# British Aerospace Public Ltd. Co., Preston (England)

CASCADE: A DESIGN ENVIRONMENT FOR FUTURE AVIONIC SYSTEMS

A. O. WARD In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 18 p (SEE N84-15034) 06-01) Oct. 1983 refs

Avail: NTIS HC A21/MF A01

The design and development environment for software has grown from the basic needs of assembler to the wider requirements of higher order languages. The use of the latter has also witnessed a growing, but disparate, use of tools associated with the design process. Language standardization has presented the opportunity to produce powerful software development environments. Integrity and cost requirements will dictate the introduction of formal verification techniques to all levels of design and implementation. The use of VLSI/VHSIC technology and beyond will allow the designer to specify components and hence the design environment should be integrated with relevant CAD tools. These prospects are discussed and illustrated using a model of a Comprehensive Avionic System Computing Analysis and Design Environment, (CASCADE). Those features of CASCADE which exist today are described and its progress is charted in the medium and long Author

N84-15058# British Aerospace Public Ltd. Co., Preston (England). Aircraft Group

A PRACTICAL APPROACH TO THE DESIGN OF A NEW AVIONIC SYSTEM

P. A. DUKE In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 11 p (SEE N84-15034) 06-01) Oct. 1983 refs Avail: NTIS HC A21/MF A01

A program to design, construct and demonstrate an advanced avionic system for the next generation of tactical combat aircraft is described. The program has the prime objective of reducing the development risks associated with the rapid advance of technology. A number of factors contribute to this risk, notably the dramatic increase in system capability made possible by the general availability of LSI and VLSI circuitry. Traditionally independent systems can be linked using a data bus to provide a fully integrated system with the pilots needs foremost in mind. The system is based on a multi bus architecture recognizing the differing integrity requirements of different parts of the system. The avionic systems are linked to an advanced cockpit, with the objective of reducing pilot workload. The cockpit makes use of multi-purpose displays and an integrated approach to system control. A display of the out of cockpit scene is provided to allow the 'pilot' to operate the controls in a realistic manner and so provide representative input to the avionic system. The development is based on an evolutionary approach through a series of readily identifiable intermediate stages. Configuration control, procurement and management techniques are being developed in parallel with the avionic system itself. MG

N84-15059# General Dynamics Corp., Fort Worth, Tex.
INTEGRATION OF ICNIA INTO ADVANCED HIGH
PERFORMANCE FIGHTER AIRCRAFT

E. R. CONRAD In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop. and Integration 8 p (SEE N84-15034 06-01) Oct. 1983
Avail: NTIS HC A21/MF A01

The incorporation of an integrated communications, navigation and identification avionics (ICNIA) system into modern high performance fighter aircraft is examined. To illustrate ICNIA interface with aircraft two types of avionics suites are considered. The first is an aircraft without an avionics multiplex interface, representing the older aircraft in service today. The second is an aircraft avionics suite with a dual multiplex bus interface such as is being designed today.

N84-15060# Operational Research and Analysis Establishment, Ottawa (Ontario). Directorate of Air Operational Research.

COMPUTER AIDED CONSTRUCTION OF GROUND ATTACK MISSION PROFILES OVER EUROPEAN TERRAIN

D. W. MASON In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 13 p (SEE N84-15034 06-01) Oct. 1983 refs Avail: NTIS HC A21/MF A01

The optimization of an air-to-ground weapon inventory must investigate the trade-off between the effectiveness of the weapons and the vulnerability of the delivery aircraft to opposing ground defences while flying the mission profile required by the weapon. A computerized technique for constructing air-to-ground mission profiles in relation to actual terrain is described. The aim was to develop a profile construction system that permits the user to accurately but concisely direct the construction process. The technique relies on computer graphics to assist the user in creating realistic attack profiles. The system employs a data base of digitized central European terrain to produce perspective terrain image snapshots at key positions in the profile. Post analysis of the exposure history of a given profile will allow a reasonable assessment of the comparative survivability of an aircraft having to deliver weapon type A versus its survivability when delivering weapon type B. Although designed for use in weapon mix determinations for the Canadian Forces, this analysis tool may have useful applications in both aircraft design and air-to-ground weapon design for low level ground attack missions.

N84-15061# General Dynamics Corp., Fort Worth, Tex. COLOR DISPLAY TECHNOLOGY IN ADVANCED FIGHTER COCKPITS

K. E. GROSGEBAUER, W. J. WILDMAN, and J. A. DAVIS In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 8 p (SEE N84-15034 06-01) Oct 1983 refs

Avail: NTIS HC A21/MF A01

Over the past four years, the use of color-display technology in military aircraft has received a significant amount of attention: to date, the question of how to use color effectively has not been answered. With high-quality color cathode ray tubes (CRTs) now being manufactured in the United States, Japan, France, and England, additional questions concerning the display performance requirements need to be answered prior to their introduction into the fighter cockpit. Weapon systems of today and those planned for the near term demand more effort from the pilot. A judicious application of color displays is considered to be one of the perequisites to overcome this additional workload. The selection process being applied to available color display technology, the flight simulator evaluations and some of the uses of color displays are discussed. As a result of simulator evaluations, future work will be directed toward optimizing color CRT technology and the use of color displays in the cockpit of advanced fighter/attack aircraft

N84-15062# Aeritalia S.p.A., Caselle Torinese (Italy). Gruppo Sistemi Avionici ed Equipaggiamenti.

CRITICAL FACTORS AND OPERATIONAL RESEARCH IN TACTICAL FIGHTER AVIONIC SYSTEM DEVELOPMENT

L. BERADI In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 13 p (SEE N84-15034 06-01) Oct. 1983 refs Avail: NTIS HC A21/MF A01

The problem to design and to develop a complex system as a multiobjective optimization problem is considered. The avionic system of a tactical fighter is illustrated; assumptions and objectives of the project are listed. An approach to the problem that uses operations research tool and techniques, multiobjectives and marginal substitution rate functions is described. The method applied to the design and development of a tactical fighter avionic system is outlined. The expected characteristics, and the impact of implanned events on the system development are pointed out. Possible critical factors in the development process are emphasized by computation of the Marginal Substitution Rates. The operational mission software development for the avionic system is shown with attention to critical factors individuation.

N84-15063# Air Force Wright Aeronautical Labs., Wright-Patterson AFB, Ohio. AFTI/F-16: AN INTEGRATED SYSTEM APPROACH TO COMBAT AUTOMATION

F. R. SWORTZEL and W. S. BENNETT, II (General Dynamics) In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 15 p (SEE N84-15034 06-01) Oct. 1983

Avail: NTIS HC A21/MF A01

The Advanced Fighter Technology Integration, AFTI/F-16 Program which was developed and flight validating advanced technologies which improve fighter lethality and survivability is discussed. The capability is achieved by the integration of mission task tailored, digital flight controls with a director type fire control system and advanced target sensor/trackers into an automated maneuvering attack system. The core technology in the AFTI/F-16 approach to this integrated system capability is the digital flight control system (DFCS). Integrated with the onboard avionics system, the DFCS provides capabilities for maximum exploitation of flight/fire/weapon control and other subsystem integration. Task automation as applied to the fighter mission is evaluated with AFTI/F-16's automated maneuvering attack system (AMAS). Radar and FLIR/Laser sensor/trackers provide precise targeting information in AMAS for both air to air and air to surface attack. The pilot/vehicle interface through multifunction displays, wide field of view HUD, predictive HUD symbology and hands on controllers are considered. Voice command is anticipated to be a key interface feature. The AMAS is expected to allow accurate weapon delivery from low altitudes (below 100m) while achieving increased survivability through maneuverability, the low altitude environment and standoff delivery.

N84-15064# Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany).

CONCEPT OF A FIGHTER AIRCRAFT WEAPON DELIVERY SYSTEM

R. L. RODE In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 7 p (SEE N84-15034 06-01) Oct. 1983

Avail: NTIS HC A21/MF A01

Modern fighter aircraft which carry besides various types of bombs more and more intelligent weapons, are discussed. The development of a stores and missile management system must consider the requirement from the operational/tactical considerations and the optimal usage of advanced electronic equipment together with a growth and adaption capability in both areas. Of the basis of existing weapon delivery systems some possible trends in weapon development and weapon control systems development are discussed. The integration problems of a complete aircraft weapon delivery system from the planning stage via equipment and subsystem development to rig and on aircraft testing up to first flight test experiences are also outlined.

N84-15065# Elektronik-System G.m.b.H., Munich (West Germany). CADAS: A COMPUTER AIDED DESIGN TOOL FOR AVIONIC SYSTEMS

M. BURFORD, R. COPF, and H. SCHNFEWEISS. In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop. and Integration 10 p (SEE N84-15034 06-01) Oct. 1983 refs Avail: NTIS HC A21/MF A01

The development of CADAS - a computer aided design tool for avionic systems is outlined. Prior to outlining the basic concepts behind CADAS, an overview of present methods for validating software is presented. These concepts illustrate how certain key elements, such as the events language, the automatic generation and inclusion of models etc. were implemented. The objectives still to be achieved are presented. The need of such a general tool as a basic component of the programming support environment for embedded software is presented.

N84-15066# Boeing Military Airplane Development, Wichita,

DESIGN AND VERIFICATION OF ELECTROMAGNETIC COMPATIBILITY IN AIRBORNE WEAPONS SYSTEMS

W. R. JOHNSON In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 6 p. (SEE N84-15034 06-01) Oct. 1983 refs Avail: NTIS HC A21/MF A01

To achieve electromagnetic compatibility (EMC) among the electric, electronic and electromechanical systems in a complex airborne weapons system, the coordination of many engineering disciplines is required from concept to delivery. Often the primary objectives of structural, mechanical and electrical design are in direct conflict with good EMC practices. Interaction of the EMC organization requires a flexible management structure with hard line reporting within the EMC organization and soft line ties to the supported organizations. The major milestones required to achieve an electromagnetically compatible system are. (1) planning for EMC control. (2) analysis to highlight potential problem areas: (3) engineering evaluation tests to prove design concepts; (4) qualification testing of subsystems/equipments: (5) safety of flight testing on airplane to assure flight safety; and (6) system level EMC testing where safety margin demonstrations may be required. The steps required to accomplish the milestones and to assure that the weapon system will have a high probability of passing the final system level electromagnetic compatibility demonstration are discussed

N84-15067°# National Aeronautics and Space Administration. Ames Research Center, Moffett Field, Calif

DESIGN, DEVELOPMENT AND FLIGHT TEST DEMONSTRATION ADVANCED AVIONICS SYSTEM

D. G. DENERY, G. P. CALLAS, G. H. HARDY, and W. NEDELL In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop and Integration 10 p (SEE N84-15034 06-01) Oct 1983 refs

Avail NTIS HC A21/MF A01 CSCL 01D

The design of integrated ayionics suitable for general ayiation was examined. The program emphasizes the use of data busing, distributed microprocessors, shared electronic displays and data entry devices, and improved functional capability. Design considerations includes cost, reliability, maintainability, modularity. A demonstration advanced avionics system (DAAS) was designed, built, and flight tested in a Cessna 402, twin engine. general aviation aircraft. The DAAS, and the system architecture are described

Avions Marcel Dassault-Breguet Aviation, Saint-Cloud (France).

METHODS FOR DEVELOPING THE NAVIGATION AND WEAPON SYSTEMS OF THE MIRAGE 2000 (METHODES DEVELOPPEMENT DU SYSTEME DE NAVIGATION D'ARMEMENT DU MIRAGE 2000]

BONCORPS In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop and Integration 10 p (SEE N84-15034 06-01) Oct. 1983 In FRENCH Avail: NTIS HC A21/MF A01

The definition, completion, and mass production of a weapon system as complex as that of the Mirage 2000 aircraft poses numerous problems that are solved by direct collaboration among

the French Official Service, the industry, and the user (French Air Force). This collaboration was concretized by the establishment of an industrial coordination body that is charged by Technical Services with establishing work dossiers which are then examined at different levels by all the interested parties. The association of recent work methods with sophisticated methods of development permits the definition of a complex system that conforms with the demands of users, with the least delay and at minimum cost.

N84-15069# Naval Air Development Center, Warminster, Pa CREW STATION EVALUATION IN A DYNAMIC FLIGHT SIMULATION FACILITY

In AGARD J FYTH JR Advanced Concepts for Avionics/Weapon System Design, Develop and Integration 10 p (SEE N84-15034 06-01) Oct. 1983 Avail: NTIS HC A21/MF A01

The unique capabilities and design of the dynamic flight simulator and crew station evaluation facility as they pertain to avionics systems development and validation are described. This capability for preflight man in the loop evaluation of aircraft systems/subsystems during early phases of development diminishes the problems surfacing during flight tests and will ultimately reduce the cost and time required for operational deployment

Messerschmitt-Boelkow-Blohm G.m.b.H., Munich N84-15070# (West Germany) Military Aircraft Div CONCEPTS FOR AVIONIC AND WEAPON INTEGRATION FACILITIES

in AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration, 8 p. (SEE N84-15034 06-01) Oct 1983 Avail NTIS HC A21/MF A01

The Tornado avionic and weapon integration facility is presented. The increased test capabilities are pointed out Requirements for future integration concepts and the according ground test facilities are given FAK

N84-15071# British Aerospace Public Ltd Co., Preston (England)

HARDWARE-IN-THE-LOOP SIMULATION TECHNIQUES USED IN THE DEVELOPMENT OF THE SEA HARRIER AVIONIC

M. MANSELL, W. J. QUINN, and C. J. SMITH In AGARD Advanted Concepts for Avionics/Weapon System Design, Develop. and Integration 17 p (SEE N84-15034 06-01) Oct. 1983 Avail: NTIS HC A21/MF A01

The use of simulation utilizing airborne hardware in the loop during the development of avionic systems is described. Each new weapon system, however, produces a different set of problems that usually requires a change of technique to satisfy the test requirements for the system. The Sea Harrier avionic system and the techniques used by British Aerospace in the development of this system are described. The special to type interfaces required to drive the forward looking radar, navigation system automatic flight control and HUD/weapon aiming computer are described

N84-15072# North-op Corp., Hawthorne, Calif Aircraft Div SIMULATION REQUIREMENTS TO SUPPORT SIMULATION REQUIREMENTS TO SUPPORT THE DEVELOPMENT OF A FAULT TOLERANT AVIONIC SYSTEM J SHAW In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration, 11 p (SEE N84-15034)

06-01) Oct. 1983 Avail: NTIS HC A21/MF A01

The simulation package which was designed to support the development of fault tolerant avionic systems is presented. The Executive Support System, ESS, package which is presently used as a development, test and verification tool for F-5G and F-18L avionics models is described. The ESS provides an avionics system designer with a mechanism for developing and testing several avionic core configurations and develop avionic simulation and application modules

N84-15073# Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany). Aircraft Div.

SOFTWARE TESTING OF SAFETY CRITICAL SYSTEMS

J. STOCKER In AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 9 p (SEE N84-15034 06-01) Oct. 1983 refs Avail: NTIS HC A21/MF A01

Safety critical systems must be thoroughly tested. Powerful test facilities and test concepts are very important. The methods used for testing the software of the Tornado Autopilot and flight director system (AFDS) are outlined and existing test systems are reviewed followed by a presentation of a new test facility i.e., the AFDS Cross Software Test System (AFDS-CSTS). E.A.K.

N84-15074# Dowty Electronics Ltd., London (England).

AUTOMATING THE TESTING OF SOFTWARE

N. J. B. YOUNG /n AGARD Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 13 p. (SEE N84-15034 06-01) Oct. 1983 refs Avail: NTIS HC A21/MF A01

Continuing growth in the number of high integrity software based systems which cause a corresponding growth in the problems of software validation are discussed. A variety of validation techniques were examined but the problem of how to apply these in a practically useful, cost efficient, automated form is not resolved. Some available techniques against a concept of automatability are outlined and directions in which they can be improved for usefulness rather than for academic interest are identified. The symbolic execution techniques is presented. It is found that a reduction in routine testing costs by a factor of two to three, and other benefits, can be achieved in many cases.

N84-15075# British Aerospace Public Ltd. Co., Preston (England).

A DYNAMIC APPROACH TO MILITARY AVIONICS SYSTEMS TESTING

In AGARD R. A. C. SMITH Advanced Concepts for Avionics/Weapon System Design, Develop, and Integration 9 p (SEE N84-15034 06-01) Oct. 1983 Avail: NTIS HC A21/MF A01

Avionic systems development testing is outlined. The preflight ground test philosophy is based on the construction of an avionics systems development rig. The rig testing techniques were changed as the avionics systems increased in complexity and influence throughout the aircraft. The techniques presently employed are made possible due to two main factors: (1) the adoption of an integrated approach towards the use of and interaction between the avionics rig and other development facilities; (2) an increase in the use of computing for the data acquisition and simulation tasks. This has resulted in a shift in emphasis from static to dynamic system testing and the avionics development rig for the Tornado F Mk 2 is capable of simulating flight. It is possible to exercise the avionics systems throughout the aircraft mission envelope on the rig before flight testing begins. The dynamic testing technique and its advantages form the basis for the Torndao F Mk 2 avionics rig facility and its operation.

Advisory Group for Aerospace Research and N84-15076# Development, Neuilly-Sur-Seine (France). FLIGHT MECHANICS AND SYSTEM DESIGN LESSONS FROM

OPERATIONAL EXPERIENCE

Loughton Oct. 1983 344 p refs in ENGLISH and FRENCH Symp. held in Athens, 10-13 May 1983 (AGARD-CP-347; ISBN-92-835-0342-2; AD-A137607) Avail: NTIS HC A15/MF A01

Lessons in design and safety learned from operational experience, incidents, and accidents are discussed. Flight data recording systems, adverse flight conditions, survivability after failure, and the man-machine interface are specifically addressed. For individual titles, see N84-15077 through N84-15102

N84-15077# Army Safety Center, Fort Rucker, Ala. INVESTIGATION, REPORTING AND ANALYSIS OF US ARMY AIRCRAFT ACCIDENT

M. J. REEDER, G. D. LINDSEY, and D. S. RICKETSON, JR. In AGARD Flight Mech. and System Design Lessons from Operational Experience. 6 p (SEE N84-15076 06-01) Oct. 1983 Avail: NTIS HC A15/MF A01

Each year aircraft accidents result in large losses of US Army equipment and personnel resources. These losses are described in terms of aircraft and cause factors involved. Also presented is the system-oriented approach used in the investigation, reporting and analysis of these accidents. The results include identification of lessons learned with respect to cost, type aircraft, flight tasks, cause factors and system inadequacies which produced the cause

N84-15078# National Aeronautical Establishment, Ottawa (Ontario). Flight Research Lab.

THE USE OF FLIGHT RECORDERS IN THE INVESTIGATION OF AIRCRAFT MISHAPS

B. CAIGER In AGARD Flight Mech. and System Design Lessons from Operational Experience 9 p (SEE N84-15076 06-01) Oct. 1983

Avail: NTIS HC A15/MF A01

Some problems encountered in the recovery of information from flight recorders for the investigation of aircraft mishaps are described. Techniques for rapid dissemination of the information to investigators are illustrated. Future developments in the design of voice and data recorders are discussed.

Civil Aviation Authority, Redhill (England). N84-15079# Airworthiness Div.

THE CIVIL AIRCRAFT AIRWORTHINESS DATA RECORDING PROGRAMME

H. D. RUBEN In AGARD Flight Mech. and System Design Lessons from Operational Experience 18 p (SEE N84-15076 06-01) Oct. 1983

Avail: NTIS HC A15/MF A01

The idea of operational flight data recording started with the continuous recording of just two parameters velocity V and normal acceleration. The value of information gained from these simple recorders encouraged improved recorders and their development is traced up to the high capacity digital recorders available today. The data recording program operated jointly by the CAA and the participating airlines has grown considerably over the 20 years of its existence. Its present organization and activities are described, and a number of examples of the analyses performed on the data are given to illustrate the wide range of areas in which the data is useful.

N84-15080# Flight Safety Foundation, Inc., Arlington, Va. TWO DECADES OF AIR CARRIER JET OPERATION

E. C. WOOD and G. P. BATES In AGARD Flight Mech. and System Design Lessons from Operational Experience 7 p (SEE N84-15076 06-01) Oct. 1983 refs Avail: NTIS HC A15/MF A01

The accident record of the world fleet of air carrier jet aircraft from 1960 to 1981 is examined. Comparisons of total accidents, fatal accidents, and hull losses for this time period are reviewed against numbers of departures and hours flown. It is shown that there is a close correlation between fatal accidents and hull losses and that there has been a general stabilizing of the accident rate in the past decade of two to four accidents (hull losses) per million departures with the probability that, if no changes are introduced, this rate will remain essentially unchanged. Phases of operations where accidents have occurred are also examined. showing that over 50 percent of the fatal accidents have occurred during 14 percent of the operational exposure time spent in initial approach, final approach, and landing. Of this 50 percent, nearly 40 percent have occurred in the initial and final approach phases. The data indicate that airframe systems and powerplants, as well as maintenance air traffic control and weather factors have reached a high level of reliability and that the human factor is still the prevalent factor in the existing accident rates. Operator error has remained at over 70 percent. Since it is reasonably predictable that future accidents will occur in or near a major airport and will probably involve post crash fire, safety measures in this area are also discussed.

N84-15081°# National Aeronautics and Space Administration. Ames Research Center, Moffett Field, Calif.

INCIDENT REPORTING: ITS ROLE IN AVIATION SAFETY AND THE ACQUISITION OF HUMAN ERROR DATA

W. D. REYNARD In AGARD Flight Mech. and System Design Lessons from Operational Experience 8 p (SEE N84-15076 06-01) Oct. 1983

Avail: NTIS HC A15/MF A01

The rationale for aviation incident reporting systems is presented and contrasted to some of the shortcomings of accident investigation procedures. The history of the United State's Aviation Safety Reporting System (ASRS) is outlined and the program's character explained. The planning elements that resulted in the ASRS program's voluntary, confidential, and non-punitive design are discussed. Immunity, from enforcement action and misuse of the volunteered data, is explained and evaluated. Report generation techniques and the ASRS data analysis process are described; in addition, examples of the ASRS program's output and accomplishments are detailed. Finally, the value of incident reporting for the acquisition of safety information, particularly human error data, is explored.

N84-15082# Air France, Paris. Service Securite et Analyse des

THE ANALYSIS OF RECORDS OF PARAMETERS: AN INDISPENSABLE TOOL IN OVERSIGHT AND IN OPERATIONS CONTROL [L'ANALYSE DES ENREGISTREMENTS DE PARAMETRES OUTIL INDISPENSABLE A LA SURVEILLANCE ET AU CONTROLE DE L'EXPLOITATION

J GAUTHIER In AGARD Flight Mech. and System Design Lessons from Operational Experience 7 p (SEE N84-15076 06-01) Oct 1983 In FRENCH

Avail. NTIS HC A15/MF A01

The systematic analysis of flight by reading records of flight parameters has been practiced at Air France for nearly 10 years The fundamental concepts of this policy are discussed as well as the means, methods, and philosophy which led to the establishment of the protocol. The rigorous application of this protocol resulted in the effective adherence and participation of the crew. Operating principles are described for the Commission of Flight Analysis, which is responsible for examining the most significant dossiers as well as for anonymous communication which is designed to gather from the crew any complementary information that is useful to the Commission. Some principle results obtained because of systematic flight analysis are included Transl. by A.R.H.

N84-15083# Aeritalia S.p.A., Torino (Italy). Gruppo Velivoli da Combattimento.

PARAMETERS RECORDING SAFETY MONITORING AND INVESTIGATIONS

E BERTOLINA In AGARD Flight Mech. and System Design Lessons from Operational Experience 11 p (SEE N84-15076 06-01) Oct. 1983

Avail NTIS HC A15/MF A01

A system for monitoring aircraft structural and engine parameters is discussed. The system adopts, as basic philosophy. an on board recording facility on each individual aircraft of all relevant flight and aircraft parameters and ground equipment performing two levels of analysis: (1) trouble shooting for structure. engine and systems limits exceedances or malfunctions after each flight during the normal turn around time giving a GO/NO GO indication for the next flight, and (2) a detailed calculation of fatigue loading experienced during each flight and the consequent residual life evaluation for the critical items, thus allowing the detailed monitoring of the usage of each aircraft.

N84-15084# Army Aviation Engineering Flight Activity, Edwards AFB, Calif Flight Test Directorate.

ROTORCRAFT ICING TECHNOLOGY: AN UPDATE

R. WARD and H. W. CHAMBERS (Army Aviation Research and Development Command, St. Louis, Mo.) In AGARD Flight Mech and System Design Lessons from Operational Experience 15 p (SEE N84-15076 06-01) Oct. 1983 refs Avail NTIS HC A15/MF A01

Inflight icing tests for rotary wing aircraft are discussed. Topics specifically addressed include: (1) flight testing of pneumatic deice boots installed on a UH-1H helicopter in artificial icing conditions behind the Canadian NRC Ottawa Spray Rig; (2) artificial and

natural icing tests of the unprotected CH-47C and UH-60A helicopter rotor systems; (3) evaluation of ice shapes on a UH-1H rotor system and hover performance degradation caused by rotor icing, and (4) current and planned improvements to the US Army JCH-47C Helicopter Icing Spray System (HISS).

N84-15085# Centre d'Essais en Vol. Istres (France). Service

AIRCRAFT OPERATIONS FROM AIRFIELDS WITH SPECIAL **UNCONVENTIONAL CHARACTERISTICS**

G. ROBERT In AGARD Flight Mech. and System Design Lessons from Operational Experience 17 p (SEE N84-15076 06-01) Oct. 1983 refs in FRENCH

Avail: NTIS HC A15/MF A01

Studies conducted by the General Directorate of Civil Aviation, assisted by the De Havilland Aircraft Company and users, resulted in the definition of procedures which assure a significant level of safety with regards to engine trouble at takeoff on the short runways used by TPP2 multimotor aircraft. Since authorization of use of these runways according to these procedures is very recent, it is premature to draw definitive conclusions on operational results. At present, the waiver granted concerns only the DHC6-300 aircraft, however, the recommendations formulated would be applicable to other types of aircraft providing complementary data is used concerning the minimal control of ground speed and performance of rolling at takeoff with engine trouble. Transl. by A R.H.

N84-15086# Office National d'Etudes et de Recherches Aerospatiales, Paris (France). Dept. de Physique Generale.

A SYSTEMATIC CHARACTERIZATION OF THE EFFECTS OF

ELECTRICITY ON THE OPERATIONAL ATMOSPHERIC CONDITIONS OF AIRCRAFT

J TAILLET In AGARD Flight Mech, and System Design Lessons from Operational Experience 14 p (SEE N84-15076 06-01) Oct. In FRENCH; ENGLISH summary Original language document was announced as A83-48180 Avail: NTIS HC A15/MF A01

The effects of lightning and atmospheric static electricity on composite structures and digital controls is discussed. Flight trials were performed with instrumented aircraft to characterize and quantify the aircraft atmospheric electricity interactions, and to develop a data base that could eventually be used to ameliorate the effects of electromagnetic pulses. Static electricity can be coupled with the airframe by solid precipitation or by passage of the aircraft near an electrically charged cloud. Parasitic radioelectric signals gather on communications and navigation antennas, and are manifested in sparks, surface streamers, and coronal discharges. Coating with antistatic compounds and metallization can prevent the buildup of static charges. Lightning, however, can set off aircraft fuel, burst the radome, or kill the engines. Protective measures which include isolating and/or hardening the circuitry. reducing the collector loops surface for magnetic flux with twisted wires, and by replacing conductor data wiring by optoelectronic devices such as optic fibers, are outlined.

N84-15087# Royal Aircraft Establishment, Bedford (England) WORLDWIDE EXPERIENCE OF WIND SHEAR DURING 1981-1982

A A. WOODFIELD and J. F. WOODS. In AGARD. Flight Mech. and System Design Lessons from Operational Experience 32 p (SEE N84-15076 06-01) Oct 1983 refs Avail NTIS HC A15/MF A01

Large changes of wind and downdraughts (Wind Shears) which have caused several major aircraft accidents are discussed. Wind shear data from over 9000 landings at 71 airports around the world during 1981 and 1982 were analyzed by discrete gust methods. Time histories of wind velocities and aircraft reactions are presented for 9 of the more interesting events identified. These were selected from 86 examples of large wind shears where the three components of wind velocity were calculated. An example of a severe downburst in the vicinity of a thunderstorm is presented Statistics on the probabilities of encountering wind shears with particular patterns of headwind speed changes were calculated from the 9000 'andings. Effects at different airports, height bands. shear lengths, and patterns are compared. Suggestions are made for Design Cases of shear that could be used for testing autopilots and wind shear measuring systems. Criteria for the severity of single ramp changes in headwind are presented

N84-15088# Technische Univ., Brunswick (West Germany). Inst. for Flight Mechanics.

INFLUENCE OF WINDSHEAR ON FLIGHT SAFETY

G. SCHAENZER In AGARD Flight Mech. and System Design Lessons from Operational Experience 19 p (SEE N84-15076 06-01) Oct. 1983 rets Avaii: NTIS HC A15/MF A01

Physical background characteristics of wind shear phenomena including adequate flight safety procedures to overcome the problems were analyzed. Wind shear during takeoff and landing may restrict flight safety. In some situations hazards may be caused by limited flight performance. In most cases wind shear accidents and incidents result from misunderstanding of the wind shear phenomenon by the pilot. A considerable number of wind shear accidents are interpreted wrongly as pilot error. Numerous investigations were made to solve the wind shear problem, however, failed because of failure to understand the physical phenomena. The problem is shown that some of the correct safety procedures in wind shear contradict the pilot's feeling of how to control an aircraft.

N84-15089# Ministry of Defence, London (England). Defence Science

SOME COMMENTS ON THE HAZARDS ASSOCIATED WITH MANOEUVRING FLIGHT IN SEVERE TURBULENCE AT HIGH SPEED AND LOW ALTITUDE

J. BURNHAM In AGARD Flight Mech. and System Design Lessons from Operational Experience 12 p (SEE N84-15076 06-01) Oct. 1983 refs Avail: NTIS HC A15/MF A01

The results of calculations made following several accidents and incidents during service training are described to show risks associated with severe turbulence during high speed maneuvering flight at low altitude. It does not imply that the phenomena are necessarily the cause of any particular accident or incident. Two dangers are considered: a combination of gust and maneuver loads may be sufficiently high to cause structural failure, or that this combination may result in a stall or other departure from controlled flight from which recovery is impossible due to the proximity of the ground. High speed low level flight by military combat aircraft are examined. Such aircraft are capable of achieving and sustaining high maneuvering accelerations. This capability is used in terrain following, in maneuvering to take advantage of terrain screening. The existence of a possible problem area which appears to have received little attention in the past is indicated.

N84-15090# Army Research and Technology Labs., Fort Eustis, Va. Safety and Survivability Technical Area.

ARMY HELICOPTER CRASHWORTHINESS

C. H. CARPER, L. T. BURROWS, and K. F. SMITH In AGARD Flight Mech. and System Design Lessons from Operational Experience 17 p (SEE N84-15076 06-01) Oct. 1983 refs Avail: NTIS HC A15/MF A01

The evolution of crash survival design criteria, its influence on the formulation of a US army military standard for rotary wing aircraft crashworthiness, and its application to current and new generation army helicopters are discussed. The need for a total system's approach in design for crashworthiness and the necessity for considering crashworthiness early in the design phase of a new aviation weapon systems development effort is emphasized. The actual application of crashworthiness to army helicopters with statistics that show dramatic reductions in tatalities and injuries with implementation of a crashworthy fuel system are presented. Crash testing, human tolerance definition, improved energy absorbers, crew restraint systems, and crash impact characteristics of composite helicopter structures are discussed. Applicability of the work within Army helicopter crashworthiness to commercial/civil helicopters and the cost effectiveness of helicopter design to be more crash survivable are discussed.

N84-15091# Naval Air Test Center, Patuxent River, Md. Strike Aircraft Test Directorate.

THE IMPACT OF THE F/A-18 AIRCRAFT DIGITAL FLIGHT CONTROL SYSTEM AND DISPLAYS ON FLIGHT TESTING AND SAFETY

B. T. KNEELAND, W. G. MCNAMARA, and C. L. WHITE In AGARD Flight Mech. and System Design Lessons from Operational Experience 14 p (SEE N84-15076 06-01) Oct. 1983 rets Avail: NTIS HC A15/MF A01

The development of the digital fly by wire flight control system (FCS) in the F/A-18 aircraft is reviewed. A general description of the FCS and an overview of the significant changes that were incorporated to improve handling qualities and to correct anomalies that were discovered during the full scale development (FSD) program are presented. The interface of the FCS with the total avionics package of the F/A-18 via the 1553 multiplex bus and the impact of this interface on specific flight testing and FCS development is also highlighted. The impact of the flight control laws on high Angle of Attack (AOA) handling qualities, and the changes made is presented. The specialized displays and control that are implemented in the F/A-18 to assist the pilot and enhance flight testing and safety are discussed.

N84-15092# General Dynamics Corp., Fort Worth, Tex. Flight Control Systems.

LESSONS LEARNED IN THE DEVELOPMENT OF THE F-16 FLIGHT CONTROL SYSTEM

C. S. DROSTE In AGARD Flight Mech. and System Design Lessons from Operational Experience 9 p (SEE N84-15076 06-01) Oct. 1983

Avail: NTIS HC A15/MF A01

Examples of several external factors which manifested themselves in the development of the F-16 and how the F-16 flight control system evolved to minimize their effect are discussed. External factors are pilot interface, ground maintenance, structural resonance, environmental conditions, indirect electrical hazards and other system failures. One of the most significant evolutions to aid in the isolation and resolution of problems is the time sequenced data provided by the F-16 maintenance memory.

N84-15093# Avions Marcel Dassault-Breguet Aviation, Saint-Cloud (France). Dept. Equipements Dassault.

THE MIRAGE 2000: FLY BY WIRE CONTROL AND SAFETY

[MIRAGE 2000: CDVE ET SECURITE]
J. LADEL and J. BASTIDON //n AGARD Flight Mech. and
System Design Lessons from Operational Experience 9 p (SEE N84-15076 06-01) Oct. 1983 In FRENCH
Avail: NTIS HC A15/MF A01

The Mirage 2000 aircraft was built to provide the best efficiency in combat. To this end it uses electric flight control which permits a reasonable application of the generalized automatic control of the aircraft. Research on the safe operation of the piloting system led to a level of safety that is clearly superior to that observed on any previous aircraft. These performance and safety objectives were the subjects of theoretical and practical validations both in the laboratory and in flight in order to justify an a operational use of electric flight control.

Transl. by A.R.H.

N84-15094# Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany). Aircraft Div.

TORNADO AUTOPILOT MEASURES TO ENSURE SURVIVABILITY AFTER FAILURES

W. SCHMIDT and U. BUTTER In AGARD Flight Mech. and System Design Lessons from Operational Experience 8 p (SEE N84-15076 06-01) Oct. 1983

Avail: NTIS HC A15/MF A01

Measures applied to the autopilot of the TORNADO to ensure survivability of the aircraft after failures during automatic low level flying are presented. Apart from redundant equipment, these measures include hardware and software limiters to minimize the effect of failures upon the aircraft, hardware and software monitors to detect and isolate failures, emergency procedures to initiate recovery maneuvers, as well as efficient testing of software.

Author

N84-15095# Marconi Avionics Ltd., Rochester (England) Combat Aircraft Controls Div

CERTIFICATION EXPERIENCE OF THE JAGUAR FLY-BY-WIRE DEMONSTRATOR AIRCRAFT INTEGRATED FLIGHT CONTROL

K. S. SNELLING In AGARD Flight Mech and System Design Lessons from Operational Experience 19 p (SEE N84-15076 06-01) Oct. 1983 refs

Avail: NTIS HC A15/MF A01 The digital Integrated Flight Control System (IFCS) is developed for the Jaguar Fly-By-Wire (FBW) demonstrator program, identifying resultant architecture. specification requirements. implementation and the incorporated self test capability. The redundancy management aspect of the IFCS are described together with the techniques for providing the pilot with relevant information to determine the IFCS redundancy status. Particular emphasis is given to the software definition and preparation procedures, and the comprehensive integrity appraisal leading to flight clearance of the system. Following the extensive rig proving of the system, the early phases of flight test were very successfully carried out using the fixed gain control laws. During this period a major software update was commenced to incorporate the scheduled gain control laws and to enhance the self test capability. The software segregation introduced at this stage is described, together with the experience obtained in rectifying the system. Flight testing of the scheduled control laws is continuing, and the minor problems encountered are mentioned. A further software revision to include the control laws for the statically unstable aircraft is well advanced. and the benefits of software segregation identified during this revision are described.

Centre d'Essais en Vol. Bretigny-sur-Orge N84-15096# (France)

THE MAN-MACHINE INTERFACE IN NEW GENERATION COMMERCIAL AIRCRAFT IL'INTERFACE HOMME - MACHINE DANS LES AVIONS COMMERCIAUX DE LA NOUVELLE GENERATION

R. GALAN In AGARD Flight Mech and System Design Lessons from Operational Experience 11 p (SEE N84-15076 06-01) Oct. 1983 In FRENCH

Avail. NTIS HC A15/MF A01

The history of the man machine interface from the very beginning of aviation is reviewed and various trends for the last decade of this century are examined. A simple glance reveals that the style of relations between aircraft and their crews evolved in a profound way and that a spectacular leap has taken place over 80 yeas. Centralization, new generation instruments, cathode tubes, systems for flight management, display devices, and push button technology are explored Transl by A.R.H.

N84-15097# Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany) Military Aircraft Div NEW FLIGHT DECK DESIGN IN THE LIGHT OF THE

OPERATIONAL CAPABILITIES In AGARD Flight Mech. and R SEIFERT and K BRAUSER

System Design Lessons from Operational Experience 13 p (SEE N84-15076 06-01) Oct 1983 refs Avail. NTIS HC A15/MF A01

The classification of human errors (H.E.) by category and conditions of occurence is presented. According to the conditions and causes of H.E. occurence different means of preventing H.E.'s by ergonomic design, by manning, selection and training are considered. In flight deck design, besides conventional ergonomic design, two strategies are proposed (1) provision of sufficient feedback to allow the pilot to detect and correct unintentional performance errors before they affect system performance, and (2) Introduction of "fail safe and fail ops ergonomic design" by means of H.E. detection and correction functions designed into the man-machine interface intelligence. The last generations of aircraft are compared regarding their task and system complexity The increased complexity formed the need, and the advances in electronics provided the means for the new integrated flight deck, based on a cockpit data management system that includes "error monitoring capabilities". Finally the pilot's cockpit requirements of fire/flight control and post-stall-manoeuvring modes are discussed. requiring increased automation, information feedback loops and a 'reconfiguration'' of the pilot's task load Author

N84-15098# British Aerospace Public Ltd. Co., Godalming (England)

MODERN FLIGHT INSTRUMENT DISPLAYS AS A MAJOR MILITARY AVIATION FLIGHT SAFETY WEAKNESS

I F. FARLEY In AGARD Flight Mech. and System Design Lessons from Operational Experience 3 p (SEE N84-15076 06-01) Oct. 1983

Avail: NTIS HC A15/MF A01

Consideration of the major causes of flying accidents over which the airframe and engine manufacturers can exert a powerful influence shows the following list: structural failure, engine failure, flying control failure, instrument failure, and pilot error. With the first three of these causes, Structural, Engine and Flying Control failures, while mistakes do occur, the manufacturers have a reasonable record, there is no evidence of complacency, and in addition there is a large well established, government controlled, national bureaucracy offering valuable checks and advice on testing and airworthiness certification. Pilot error in different, but appropriate ways, also attracts much effort aimed at its reduction. Most importantly, so far as the purposes of this paper are concerned, the accident trends related to the first three causes. as well as those due to pilot error, do not appear to have changed fundamentally during the last decade. The same cannot be said of instrument display related accidents. Since the advent of Head Up and computed displays in general, and the operator's real need to expand the non-visual maneuver envelope, there has been a marked increase in display related accidents/incidents in both operational and development flying. This note suggests that attempts at curing the problem have been based on a false assumption that has ignored the reality of the piloting task in modern high performance jet aircraft. Proposals are offered to improve the situation by both engineering and organizational

N84-15099# Viegbasis Volkel (Netherlands).
PHYSIOLOGICAL AND PSYCHOLOGICAL ASPECTS OF THE PILOTING OF MODERN HIGH-PERFORMANCE COMBAT AIRCRAFT

J. C. F. AGHINA In AGARD Flight Mech. and System Design Lessons from Operational Experience 3 p (SEE N84-15076 06-01) Oct. 1983

Avail: NTIS HC A15/MF A01

Since 1978 the Royal Netherlands Air Force has gained a lot experience in handling a totally new aircraft, the F-16, which differs in many aspects from its predecessors. Not only the pilots. but the technicians too, had to adapt themselves to the new aircraft and they learned how to handle entirely new systems. The F-16 is a modern high performance fighter, like the F-4 and the F-15, and has caused problems for the pilots in comparison with former types, the F-104 and the NF-5. The extreme mobility of the aircraft produces not only a high gravity factor as such, but also a rapid G onset rate, by which a number of gravity depending physiological problems have arisen in a very obvious way Furthermore, as a result of many technological innovations applied, i.e., aircraft's electronics, the pilot's task has also changed considerably, in particular with respect to the amount of information to be processed. The question arises of whether new approaches should be introduced into the selection, the physiological standards, the training, the supervision and the coaching of the operational pilots

N84-15100# Royal Aircraft Establishment, Farnborough (England)

INCREASED AIRCRAFT SURVIVABILITY USING DIRECT VOICE INPUT

R. G. WHITE and P. BECKETT (British Aerospace PLC) AGARD Flight Mech. and System Design Lessons from Operational Experience 13 p (SEE N84-15076 06-01) Oct. 1983 refs Avail: NTIS HC A15/MF A01

Direct Voice Input, a conventional keyboard and a touch-sensing display were compared as methods of en-route data entry during a simulated ground attack sortie. It was shown that when using Direct Voice Input the pilot looked inside the cockpit less frequently and for shorter periods and, when flying at very low level, was able to control height more accurately then when using either of the tactile systems. Contrary to expectation, the total entry times for a sequence of data and the times between entry of individual instructions and digits were long using Direct Voice Input than

with either the keyboard or the touch-sensing display. This was attributed to the characteristics and performance of the isolated word recognizer used in the DVI system. A further simulator trial is planned, which will use a connected speech recognizer with a higher recognition performance.

N84-15101# Airbus Industrie, Blagnac (France). Flight Div. CERTIFICATION EXPERIENCE WITH METHODS FOR MINIMUM CREW DEMONSTRATION

J. J. SPEYER and A. FORT In AGARD Flight Mech. and System Design Lessons from Operational Experience 31 p (SEE N84-15076 06-01) Oct. 1983 refs

Avail: NTIS HC A15/MF A01

AIRBUS INDUSTRIE's human factors involvement in flight test and certification with the double objective of checking functional effectiveness of the man-machine system and human welfare in its utilization process is discussed. The crew complement question prompted the consideration of workload for which Airworthiness Regulations provide a set of design-related, operational and human factors parameters. The rule on Minimum Flight Crew, FAA's FAR 25. 1523 and its Appendix D became effective in 1965 after an industry-wide consultation that included flight deck unions. This effectively coincided with the advent of the first two man crew commercial jet aircraft. The regulation called for an analysis and evaluation of the workload imposed upon the crewmembers of a particular type of aircraft by its cockpit environment. This concern for workload stems from theory and experience that beyond some unacceptable threshold of workload a pilot's or a crew's performance will be degraded to unsafe levels and that the ability to cope with unexpected emergencies may be seriously impaired without the assistance of an extra crewmember. With the advent of today's new technology aircraft the crew complement question stirred such a controversy among US and European pilot unions tha the President of the United States himself set up a Task Force on aircraft crew complement.

N84-15102*# National Aeronautics and Space Administration.
Ames Research Center, Moffett Field, Calif.
PILOT HUMAN FACTORS IN STALL/SPIN ACCIDENTS OF
SUPERSONIC FIGHTER AIRCRAFT

S. B. ANDERSON, E. K. ENEVOLDSON (NASA Dryden Flight Research Facility), and L. T. NGUYEN (NASA Langley Research Center) In AGARD Flight Mech. and System Design Lessons from Operational Experience 10 p (SEE N84-15076 06-01) Oct. 1983 refs Document previously announced as N83-26856 Avail: NTIS HC A15/MF A01

A study has been made of pilot human factors related to stall/spin accidents of supersonic fighter aircraft. The military specifications for flight at high angles of attack are examined. Several pilot human factors problems related to stall/spin are discussed. These problems include: (1) unsatisfactory nonvisual warning cues; (2) the inability of the pilot to quickly determine if the aircraft is spinning out of control, or to recognize the type of spin; (3) the inability of the pilot to decide on and implement the correct spin recovery technique; (4) the inability of the pilot to move, caused by high angular rotation; and (5) the tendency of pilots to wait too long in deciding to abandon the irrecoverable aircraft. Psycho-physiological phenomena influencin pilot's behavior in stall/spin situations include: (1) channelization of sensor inputs, (2) limitations in precisely controlling several muscular inputs, (3) inaccurate judgment of elapsed time, and (4) disorientation of vestibulo-ocular inputs. Results are given of pilot responses to all these problems in the F14A, F16/AB, and F/A-18A aircraft. The use of departure spin resistance and automatic spin prevention systems incorporated on recent supersonic fighters are discussed. These systems should help to improve the stall/spin accident record with some compromise in maneuverability.

N84-23564# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).
WIND TUNNELS AND TESTING TECHNIQUES

Development, Neuliny-Sur-Seinle (France).

WIND TUNNELS AND TESTING TECHNIQUES

Loughton, England Feb. 1984 514 p refs In ENGLISH and FRENCH Symp. held at Cesme, Turkey, 26-29 Sep. 1983 (AGARD-CP-348; ISBN-92-835-0348-1; AD-A143674) Avail NTIS HC A22/MF A01

The design and operation of cryogenic wind tunnels and transonic facilities are discussed as well as associated fluid motion problems. Testing techniques are considered with emphasis or

support interference, inlet/engine/ afterbodies, store separation, half models, aeroacoustic measurements, and wind tunnel-flight data comparisons. For individual titles, see N84-23565 through N84-23601.

N84-23565*# National Aeronautics and Space Administration.
Langley Research Center, Hampton, Va.
OPERATIONAL EXPERIENCE WITH THE NATIONAL

TRANSONIC FACILITY
L. W. MCKINNEY In AGARD Wind Tunnels and Testing Tech.
8 p (SEE N84-23564 14-01) Feb. 1984 refs
Avail: NTIS HC A22/MF A01 CSCL 01B

Construction of the National Transonic Facility was completed in September 1982. The checkout of all systems required about one year. The facility operated to the design point of 120 million Reynolds number based on a 0.25 meter chord at a Mach number of 1.0. Performance of all systems was basically as expected. Setup for the detailed aerodynamic calibration begins late in 1983, and the calibration is expected to be complete by the last quarter of 1984.

N84-23566# National Aerospace Lab., Amsterdam (Netherlands).
THE EUROPEAN TRANSONIC WINDTUNNEL (ETW) Status Report

R. J. NORTH, F. MAURER, J. PRIEUR, J. A. SCHIMANSKI, and J. A. TIZARD // AGARD Wind Tunnels and Testing Tech. 12 p (SEE N84-23564 14-01) Feb. 1984 refs Avail: NTIS HC A22/MF A01

The status of the preliminary design phase of the European Transonic Windtunnel project is described. The latest version of the proposed tunnel is given together with some details of its estimated performance. Some features of the tunnel which were revised following the first preliminary design proposals are discussed and the results of an investigation into the expected future use of the tunnel are summarized. An aerodynamic circuit test-rig is described along with some of the results obtained. Information on the pilot tunnel is included as well as reference to the supporting program on cryogenic technology.

N84-23567# Office National d'Etudes et de Recherches Aerospatiales, Toulouse (France). Dept. d'Aerothermodynamique. THE T2 CRYOGENIC WIND TUNNEL WITH SELF-ADAPTABLE WALLS AT ONERA/CERT [LA SOUFFLERIE CRYOGENIQUE A PAROIS AUTO-ADAPTABLES T2 DE LONERA/CERT]
A. MIGNOSI and J. B. DOR //n AGARD Wind Tunnels and

A. MIGNOSI and J. B. DOR In AGARD Wind Tunnels and Testing Tech. 12 p (SEE N84-23564 14-01) Feb. 1984 refs In FRENCH; ENGLISH summary

Avail: NTIS HC A22/MF A01

The transonic induction driven wind-tunnel T2 at the ONERA Toulouse Research Center is equipped with a 0.4 x 0.4 sq m test section, and is a pressurized closed circuit wind-tunnel, operating at ambient temperature with runs of 30 to 60 seconds. The wind-tunnel was adapted for cryogenic operation using liquid nitrogen as a coolant and an internal thermal insulation. The main characteristics of the wind-tunnel at low temperature and of the constituents used to perform airfoil tests with adaptive walls are described. The flow qualities are analyzed through an evaluation of the thermal gradients, pressure and thermal fluctuations studies, and the operating limit at very low temperature. The effects of various parameters able to influence test results are examined, such as boundary layer transition and differences between wall temperature and adiabatic wall recovery temperature.

N84-23568# Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt, Porz (West Germany).

THE CRYOGENIC WIND TUNNEL COLOGNE

G. VIEHWEGER In AGARD Wind Tunnels and Testing Tech. 8 p (SEE N84-23564 14-01) Feb. 1984

Avail: NTIS HC A22/MF A01

The modification of a low-speed wind tunnel to cryogenic

The modification of a low-speed wind tunnel to cryogenic operation is discussed. The tunnel with a test section of 2.4 m x 2.4 m should be operational in the middle of 1984. The technical concept of the tunnel is examined and some of the most important components are described. N84-23569# Institut Aerotechnique de Saint-Cyr, Saint-Cyr-l'Ecole

PRODUCING A CRYOGENIC GUST IN AN EIFFEL TYPE ATMOSPHERIC WIND TUNNEL WITH SHORT GUST [PRODUCTION DUNE RAFALE CRYOGENIQUE DANS UNE SOUFFLERIE DE TYPE EIFFEL ATMOSPHERIQUE A RAFALE COURTE

D. CHAUVET and C. DUJARRIC (Serice Technique des Programmes Aeronautiques, Paris) In AGARD Wind Tunnels and Testing Tech. 17 p (SEE N84-23564 14-01) Feb. 1984 refs In FRENCH

Avail: NTIS HC A22/MF A01

Demonstrations of the feasibility of an Eitfel-type cryogenic atmospheric wind tunnel with short gusts and of the economy of operation of such a concept requires prior resolution of certain specific technical problems found in this type wind tunnel. The technique for generating cryogenic gaseous flow by atomizing liquid nitrogen in air at the level of the plenum chamber is described as well as the chronological feeding out of a cryogenic gust. Theoretical and experimental studies are developed for optimizing the evaporation of liquid nitrogen in the plenum chamber of a wind tunnel. The results of measuring the grain size of drops of liquid nitrogen are compared with a computation model which correctly represents the real behavior of the aerosol.

Transl. by A.R.H.

Calspan Field Services, Inc., Arnold AFS, Tenn.

Propulsion Wind Tunnel Facility.
A REVIEW AND AN UPDATE OF THE FDP SPECIALISTS MEETING (LONDON) ON WALL INTERFERENCE IN WIND TUNNELS

T. W. BINION, JR. and E. M. KRAFT In AGARD Wind Tunnels and Testing Tech. 12 p (SEE N84-23564 14-01) Feb. 1984 rets

Avail: NTIS HC A22/MF A01

The work reported at the Fluid Dynamics Prediction London Specialists meeting on wall interference in wind tunnels is reviewed. While there are many outstanding issues still to be resolved, a final solution to the wind tunnel interference problem does appear achievable. Wall interference research has taken on renewed interest in recent years pushed by more stingent accuracy requirements for vehicle performance predictions. The reseach is directed toward increased prediction accuracy, particularly for ventilated tunnels operating at transonic conditions, development of interference assessment techniques from model and/or tunnel boundary measurement and interference avoidance via various adaptive wall schemes. In addition, since wall interference cannot be separated readily from the effects of other inherent tunnel and test properties such as wall boundary layers, noise, turbulence, model fidelity, etc., some research is being conducted to quantify the effect of other phenomena in order to verify the wall interference effects once they are identified.

N84-23571# Technische Univ., Berlin (West Germany). Inst. fuer Luft- und Raumfahrt.

A SHORT NOTE ON RECENT ADVANCES IN THE ADAPTIVE WALL TECHNIQUE FOR 3D-MODEL TESTS AT THE TU-BERLIN

U GANZER In AGARD Wind Tunnels and Testing Tech. 2 p (SEE N84-23564 14-01) Feb. 1984 refs Sponsored in part by the German Minister of Research and Technology (BMFT) and The German Research Association (DFG) Avail: NTIS HC A22/MF A01

In the test section with eight flexible walls the first successful wall adaptations were carried out for a lifting wing body configuration at transonic speeds. The adaptive wall technique is an iterative procedure in which the boundary conditions at the test section walls are adjusted to the conditions of an unlimited flow field. In the TU-Berlin test section eight flexible walls are individually shaped such that a (nearly) streamlined three dimensional wall configuration is formed. The starting configuration was the aerodynamically plane wall, i.e. the one which leads to constant Mach number along the empty test section (without model but with quadrant). The model in the test section creates a pressure distribution along each wall different from C sub P = 0. The wall shape can be used as a boundary condition for an external flow field calculation e.g. with a three dimensional panel method. The

pressure distribution calculated this way can then be compared

with the measured pressure distribution. Only if the measured and calculated pressures are the same the test section flow may be considered free of wall interference. The test results given demonstrate in principle the feasibility of the adaptive wall technique for three dimensional model tests.

Dornier-Werke G.m.b.H., Friedrichshafen (West N84-23572#

TURBULENT DIFFUSER FLOW STUDIES RELATED TO THE DESIGN OF THE ETW DIFFUSER

H. W. STOCK In AGARD Wind Tunnels and Testing Tech. 9 p (SEE N84-23564 14-01) Feb. 1984 refs Sponsored in part by Technical Group ETW, Amsterdam Avail: NTIS HC A22/MF A01

A computational method based on the boundary layer concept is used for calculating turbulent flows in diffusers with circular cross sections. That newly developed method is shown to produce reasonable agreement with a critical experiment for which existing methods fail. In a parametric study, varying Reynolds- and Mach number for different diffuser inlet conditions, turbulent flows in the diffuser are considered to describe the efficiency of the diffuser and the danger of flow separation. The Reynolds number range investigated was such, to cover flow situations from the 1:7.2 scale test diffuser under non cryogenic conditions to the full scale diffuser applying cryogenic conditions. In supplement some geometry modifications are studied to see whether the efficiency of the diffuser can possibly be augmented.

N84-23573# Royal Aircraft Establishment, Farnborough (England). Aerodynamics Dept

DISTURBANCES FROM VENTILATED TUNNEL WALLS IN AEROFOIL TESTING

M. C. P. FIRMIN and P. H. COOK In AGARD Wind Tunnels and Testing Tech. 15 p (SEE N84-23564 14-01) Feb. 1984

Avail: NTIS HC A22/MF A01

Evidence is presented which indicates that inflow through the slots of a slotted walled wind tunnel, when testing an aerofoil at conditions similar to those found in flight on wings, can penetrate into the tunnel flow to an extent which makes the determination of suitable homogeneous boundary conditions very difficult. The measurements show that the flow field generated by a lifting aerofoil causes low energy air from the plenum chamber to be drawn into the wind tunnel through the slots in the region of the upper surface of the aerofoil and that this air spreads into the working section downstream of the aerofoil. Suggestions are made for avoiding the difficulty in any future design of wind tunnel.

Office National d'Etudes et de Recherches MR4-23574# Aerospatiales, Paris (France).

GROUND/FLIGHT TEST TECHNIQUES AND CORRELATION P. POISSON-QUINTON In AGARD Wind Tunnels and Testing 14 p (SEE N84-23564 14-01) Feb. 1984 refs FRENCH; ENGLISH summary Avail: NTIS HC A22/MF A01

Wind-tunnel usefulness and shortcomings during development of a new Aircraft Project are discussed, taking into account progress on wind tunnel validity and cost/effectiveness, on the increasing role of the computer in the loop, and on the competition between computational fluid dynamics and wind-tunnel approaches for aerodynamic characteristics prediction. Lastly, the new role of the wind-tunnel in the Aircraft is advocated.

National Aeronautics and Space Administration. Langley Research Center, Hampton, Va.

HIGH REYNOLDS NUMBER TESTS OF THE CAST 10-2/DOA2 TRANSONIC AIRFJIL AT AMBIENT AND CRYOGENIC TEMPERATURE CONDITIONS

E. STANEWSKY (DFVLR, Goettingen, West Germany), F. DEMURIE (DFVLR, Goettingen, West Germany), E. J. RAY, and C. B. JOHNSON In Agard Wind Tunnels and Testing Tech. 13 p (SEE N84-23584 14-01) Feb. 1984 refs Avail: NTIS HC A22/MF A01 CSCL 01A

The transonic airfoil CAST 10-2/DOA2 was investigated in several major transonic wind tunnels at Reynolds numbers ranging from Re=1 million six hundred thousand to forty five million at ambient and cryogenic temperature conditions. The main objective was to study the degree and extent of the effects of Reynolds on both the airfoil aerodynamic characteristics and the interference effects of various model-wind-tunnel systems, the initial analysis of the 10-2 airfoil results revealed appreciable real Reynolds number effects on this airfoil and, moreover, showed that wall interference, can be significantly affected by changes in Reynolds number thus appearing as true Reynolds number effects.

Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Berlin (West Germany). Turbulenzforschung

DEFINITION, SOURCES AND LOWEST POSSIBLE LEVELS OF WIND-TUNNEL TURBULENCE

In AGARD Wind Tunnels and U. MICHEL and E. FROEBEL Testing Tech. 12 p (SEE N84-23564 14-01) Feb. 1984 refs Avail: NTIS HC A22/MF A01

Wind tunnel turbulence is defined to include the fluctuations of all flow quantities in an empty tunnel test section. It can be separated into three modes, vorticity, entropy, and pressure. The pressure model is discussed in more detail. It is shown that contributions from the free shear layers of open test sections or the boundary layers of closed test sections are accompanied by much higher velocity fluctuations than plane sound waves. The lowest possible velocity fluctuation level in an open test section is determined by the pressure field generated by the free shear layer. The German-Dutch Wind Tunnel (DNW) is shown to reach this level. It is assumed that the lowest possible turbulence level in a closed test section is determined by the pressure field that is generated by the boundary layers in the test section. A spectral energy distribution and a Reynolds number scaling law for this contribution are derived.

N84-23577*# National Aeronautics and Space Administration. Langley Research Center, Hampton, Va.

AN EVALUATION OF FACTORS AFFECTING THE FLOW

QUALITY IN WIND TUNNELS

F. K. OWEN (Complere Inc., Palo Alto, Calif.), P. C. STAINBACK, and W. D. HARVEY In AGARD Wind Tunnels and Testing Tech. 22 p (SEE N84-23564 14-01) Feb. 1984 refs (Contract NAS1-16643; NAS2-10859; NAS2-11080) Avail: NTIS HC A22/MF A01 CSCL 20D

Tests were conducted in a number of NASA wind tunnels to measure disturbance levels and spectra in their respective settling chambers, test sections, and diffusers to determine the sources of these disturbances. Results indicate that properly designed and located second minimum in transonic tunnels prevent fluctuation originating at struts and in diffusers from propagating upstream into the test section. The installation in or upstream of the settling chamber of carefully selected screens, honeycomb, and acoustic baffles could further reduce test section turbulence levels and scales without significant pressure losses. The performance of these modifications is strongly influenced by tunnel geometry and their influence on the mean flow around the circuit.

N84-23578# Dornier-Werke G.m.b.H., Munich (West Germany). Theoretical Aerodynamics

PREDICTION OF CONDENSATION ONSET AND GROWTH IN THE EUROPEAN TRANSONIC WIND TUNNEL (ETW)

B. WAGNER and M. DOKER (DFVLR, Goettingen, West In AGARD Wind Tunnels and Tesung Tech. 11 p (SEE N84-23564 14-01) Feb. 1984 refs Sponsored in part by the German Ministry of Research and Technology, and by the Technical Group ETW, Amsterdam Avail: NTIS HC A22/MF A01

Experimental and theoretical invustigations were carried out to allow reliable prediction of condensation onset and growth in cryogenic wind tunnels. The idea of streamline duplication was used in the experiments in order to simulate European Transonic Wind Tunnel (ETW) streamlines in an experimental facility of small cross section but with real ETW length scale. Classical nucleation theory was used for developing computer programs which can predict condensation processes in one dimensional flow including real gas effects. Experiments and calculations show satisfactory agreement and confirm the possibility of an operating range extension for the ETW. The results provide some new data with respect to those cases where the condensate consists of solid particles.

Douglas Aircraft Co., Inc., Long Beach, Calif. Aerodynamics Subdiv

NONADIABATIC MODEL WALL EFFECTS ON TRANSONIC AIRFOIL PERFORMANCE IN A CRYOGENIC WIND TUNNEL

T. LYNCH, M. F. FANCHER, D. R. PATEL, and G. R. INGER (West Virginia Univ., Morgantown) In AGARD Wind Tunnels and Testing Tech. 11 p (SEE N84-23564 14-01) Feb. 1984

Avail: NTIS HC A22/MF A01

The need to match the aircraft surface thermal conditions that exist at in-flight conditions when testing models in a cryogenic wind tunnel is addressed. Effects of non-representative heat transfer are reviewed for such basic viscous characteristics as the effect on boundary-layer transition location, the effects on turbulent boundary-layer integral parameters and skin friction, the effect on the transonic turbulent boundary-layer/shock-wave interaction, and the effects on separation onset and the extent of separated flow regions. A complementary experimental and computational investigation was conducted in order to help quantify the impact that nonadiabatic model wall conditions would have on the measured aerodynamic characteristics of transport (and other) airplane configurations tested in a cryogenic wind tunnel, and to help establish the allowable deviation from adiabatic wall conditions that can be tolerated if reliable results are to be obtained. Test results are presented which illustrate the large impact of moderate amounts of heat transfer on the lift and drag characteristics for both free-transition flow in the absence of any shock waves, and for typical cruise conditions with moderate strength shocks on the airfoil. In addition, test results are shown which illustrate a very large effect of heat transfer on buffer onset conditions and conditions near maximum lift.

N84-23580# National Aeronautical Establishment, Ottawa (Ontario) **PREDICTION** OF RESONANCE **FREQUENCIES** VENTILATED WALL WIND TUNNELS

M. MOKRY // AGARD Wind Tunnels and Testing Tech. 10 p (SEE N84-23564 14-01) Feb. 1984 refs Avail: NTIS HC A22/MF A01

Based on the reflection and refraction of plane acoustic waves at an interface between the moving stream and the stagnant plenum air, a simple theory is developed for the prediction of transverse resonance in the two-dimensional test section with ventilated walls. The intensity and the frequency of resonance are determined from the modulus and the argument of the wall reflection coefficient respectively. In contrast to the eigenvalue method, the present technique is capable of predicting partial resonance, occurring in perforated walls and also in slotted walls at Mach numbers below 0.6.18, for which the resonant waves are partly reflected and partly transmitted at the wall. The reverse transmission of waves from the plenum into the test section is found to be inconsistent with the postulated resonance condition.

N84-23581# Lockneed Missiles and Space Co., Sunnyvale,

PRACTICAL SOLUTIONS TO SIMULATION DIFFICULTIES IN SUBSCALE WIND TUNNEL TESTS

L. E. ERICSSON and J. P. REDING In AGARD Wind Tunnels and Testing Tech. 12 p (SEE N84-23564 14-01) Feb. 1984

Avail: NTIS HC A2_/MF A01

Reynolds number scaling and support interference are the two main problems encountered in wind tunnel tests with subscale models. In the past, when the designer was striving to maintain attached flow over the vehicle, neither problem was very difficult to solve. The use of boundary layer trips often could solve the scaling problem and only the clumsiest of model support design would cause any interference beyond the easily corrected base drag effect. However, when the aerodynamics are dominated by separated flow effects, which often is the case for present day high performance aircraft and missiles, both problems become formidable. Practical means through which the test engineer can resolve these difficulties are described. Author

N84-23582# National Aeronautical Establishment, Ottawa

(Ontario). Unsteady Aerodynamics Lab.
RECENT DEVELOPMENTS AND FUTURE DIRECTIONS IN
DYNAMIC STABILITY RESEARCH AT NAE, OTTAWA
K. J. ORLIK-RUECKEMANN, E. S. HANFF, and M. E. BEYERS

In AGARD Wind Tunnels and Testing Tech. 6 p (SEE N84-23564 14-01) Feb. 1984 refs Avail: NTIS HC A22/MF A01

A review is presented of recent developments in the field of dynamic stability research in the Unsteady Aerodynamics Laboratory of the NAE. The developments include design and construction of several new oscillatory apparatuses, conceptual studies of some additional ones and thoughts about the future direction of the activities in this field. A method to account for sting oscillation effects on direct derivatives measured in a pitch oscillation experiment is briefly described, and some representative oscillatory results recently obtained on the so called Standard Dynamics Model are discussed.

Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Brunswick (West Germany). Abt. Technische Akustik

PROPELLER AND ROTOR NOISE TESTING IN AEROACOUSTIC WIND TUNNELS

H. H. HELLER, W. R. SPLETTSTOESSER, R. F. NEUBAUER, F. R. GROSCHE, M. K. KALLERGIS, and K. J. SCHULTZ In AGARD Wind Tunnels and Testing Tech. 18 p (SEE N84-23564 14-01)

Avail: NTIS HC A22/MF A01

The availability of newly constructed low-noise aeroacoustic facilities - such as the German-Dutch-Windtunnel/DNW and the French CEPRA 19 Anechoic Open Jet Windtunnel - provides excellent experimental possibilities for conducting high-quality acoustic source-studies on aerospace-vehicle noise generators. This paper discusses recent and ongoing model-scale research on basic phenomena and applied problems pertaining to the generation and radiation of propeller and helicopter rotor noise. The importance and potential of aeroacoustic wind tunnel experiments in special facilities will be stressed, and illustrated mostly by examples of DFVLR and US-Army/DFVLR research projects. Emphasis is also put on the fruitful interrelationship of model-, wind-tunnel and full-scale flight testing.

N84-23584# Middle East Technical Univ., Ankara (Turkey). Dept. of Mechanical Engineering.

AEROACOUSTIC NOISE MEASUREMENTS IN WIND TUNNEL H. N. ALEMDAROGLU In AGARD Wind Tunnels and Testing Tech. 14 p (SEE N84-23564 14-01) Feb. 1984 refs Avail: NTIS HC A22/MF A01

The paper describes the general characteristics of the lowspeed Acoustic Research Wind Tunnel constructed in the Aerodynamics Laboratory of E.N.S.M.A (poitiers/France) and presents the results of the preliminary experiments conducted in this wind tunnel. The wind tunnel is of open test section, open circuit and blower type. It has a test section of 30x30 sq cm and a mean velocity of 42 m/s. Aerodynamic measurements revealed a maximum turbulence intensity of less than 1%. The open test section is completely enclosed within a acoustically lined semi-anechoic chamber of dimensions 3.3x4/2.8 sq cm. Acoustic calibration of the wind tunnel is done by using both white noise and pure tone noise sources and it was observed that the tunnel can be considered to be anechoic above 100 Hz for white noise tests. Preliminary measurements of aerodynamic noise are performed by using both smooth and artificially roughened circular cylinders placed in the open test section of the wind tunnel. An aeroacoustic coherence function is deviced in order to classify the subsonic flow at moderate Reynolds numbers 5.05x10 to the 4th power. Re sub d around a circular cylinder in its different flow regimes; subcritical, transcritical and supercritical. The method uses simultaneous measurements of the power spectra of the far field acoustic pressure and of the turbulent longitudinal velocity fluctuations in the wake of the cylinder as well as their cross spectra density functions CSD and especially the coherence function between the two signals. The values of the coherent function corresponding to the critical Strouhal frequencies are intense in the subcritical regime, decrease sharply in the transcritical domain and then increase and stabilize in the supercritical regime.

N84-23585# Aeronautica Macchi S.p.A., Varese (Italy). use of a small scale wind tunnel and model shop at arronautica macchi as an industrial tool R. Marazzi, D. Malara, M. Lucchesini, S. Comoretto, and F. Pacori In Agard Wind Tunnels and Testing Tech. 15 p (SEE N84-23564 14-01) Feb. 1984 refs Avail: NTIS HC A22/MF A01

The paper describes some facilities and capabilities which are currently available at the Aerodynamic Test Department of Aeronautica Macchi. Special wind tunnel testing techniques allow the use of a small scale wind tunnel to obtain useful data for the development of aircraft configurations; model work-shop capabilities permit the manufacture of specialized wind tunnel models for detailed analysis of problem areas. The topics covered are: (1) updating of the rotary balance facility for the measurement of dynamic derivatives due to roll in the full range of model attitudes; (2) assessment of Reynolds number effects on high lift devices of modern design; (3) design and manufacture of an afterbody model; and (4) manufacture and testing of flutter models.

N84-23586# Arnold Engineering Development Center, Arnold Air Force Station, Tenn.

FLUID DYNAMIC ASPECTS OF TURBINE ENGINE TESTING J. G. MITCHELL In AGARD Wind Tunnels and Testing Tech. 19 p (SEE N84-23564 14-01) Feb. 1984 refs Avail: NTIS HC A22/MF A01

Turbine engine testing in ground test facilities cannot rely upon the simulation parameters that are common to aerodynamic testing in wind tunnels. The interfaces between the internal fluid dynamics of the engine and the external aerodynamics of the flight vehicle are sometimes simulated in wind tunnels and sometimes duplicated in engine test facilities. The choice is primarily dictated by test facility capability and finances available for test models. This paper will discuss some of the testing techniques which have been used and denote research efforts which are directed toward extension of test procedures and facility capability. In particular, applicable material from the recent AGARD Propulsion and Energetics Panel Symposium on Turbine Engine Testing will be summarized and amplified. Some emphasis will be placed upon airframe-inlet-engine testing and the development of testing capabilities for this

N84-23587# Societe Nationale Industrielle Aerospatiale, Toulouse (France). Div. Avions.

THE 310 AIRBUS TEST IN THE ONERA WIND TUNNEL: FLIGHT-WIND TUNNEL COMPARISON (AIRBUS A310 ESSAIS DANS LA SOUFFLERIE F1 DE L'ONERA COMPARAISON VOL-SOUFFLERIE)

M. SAIZ and C. QUEMARD (ONERA, Paris) Tunnels and Testing Tech. 23 p (SEE N84-23564 14-01) Feb. 1984 rets. In FRENCH; ENGLISH summary Avail: NTIS HC A22/MF A01

Methods used to obtain measurements on the 1/14 scale model of the A 310 in the F1 wind tunnel are described. The use of three types of mounts permitted a critical analysis of the results and assured their validity. Direct comparison of the measurements obtained with performances deduced from flight are remarkable. Transl. by A.R.H.

N84-23588# National Aerospace Lab., Amsterdam

(Netherlands) HALF-MODEL TESTING IN THE NLR HIGH SPEED WIND TUNNEL HST: ITS TECHNIQUE AND APPLICATION
S. J. BOERSEN and A. ELSENAAR In AGARD Wind Tunnels

and Testing Tech. 15 n (SEE N84-23564 14-01)

Avail: NTIS HC A22/MF A01

The half model test technique which is based on a systematic comparison of half model test results with the corresponding full model data was evaluated. It is shown that the most important problems with this technique originate from half model mounting and wall interference effects. The effects are determined empirically by use of the full model test results as a reference. It is shown that the pressure distribution on the wing and the off design boundaries are well represented in the half-model tests. Some typical applications of this technique, in which half model test results are used on a relative basis, are presented.

Calspan Field Services, Inc., Arnold AFS, Tenn. TEST TECHNIQUES FOR JET EFFECTS ON FIGHTER AIRCRAFT

E. A. PRICE, JR. and W. L. PETERS In AGARD Wind Tunnels and Testing Tech. 17 p (SEE N84-23564 14-01) Feb. 1984 refs Sponsored by AEDC

Avail: NTIS HC A22/MF A01

Efforts to improve test techniques for jet effects on fighter type aircraft are described. Defining the levels of aerodynamic interference on aircraft afterbodies from three types of model support systems, a prediction technique for hot jet effects on afterbody drag, and a hot versus cold jet experiment on target type thrust reversers is summarized. Support system interference from a strut, sting, and wingtip support on the afterbody axial force of the same jet effects model are compared over the Mach number range from 0.6 to 1.5. A technique for predicting hot jet effects on afterbody drag from ambient temperature jet data is presented and evaluated at Mach numbers 0.6, 0.9, and 1.2. Two distinctly different flow regimes characterized by flow attached to or detached from the surface of the afterbody are shown. Significant differences were found in the conditions for flow attachment for the hot and cold jet flows

N84-23590*# General Dynamics/Convair, San Diego, Calif.
DESIGN OF ADVANCED TECHNOLOGY MANEUVERING AIRCRAFT MODELS FOR THE NATIONAL TRANSONIC

S. A. GRIFFIN, A. A. MCCLAIN, and A. P. MADSEN (General Dynamics, Fort Worth, Tex.) In AGARD Wind Tunnels and Testing Tech. 15 p (SEE N84-23564 14-01) Feb. 1984 refs Sponsored by NASA. Langley Research Center Avail: NTIS HC A22/MF A01 CSCL 01A

The need for a large High-Reynolds-Number Transonic Wind Tunnel which will provide a tool to study phenomena sensitive to Reynolds number is discussed. The National Transonic Facility (NTF), is in the calibration phase and the desired capability. Its usefulness, however, will be influenced by the ability of industry to develop model systems capable of withstanding the severe operating environment of the facility so necessary to achieve full scale Reynolds number, without degradation of accuracy, and at reasonable cost. The feasibility of designing models of advanced aerodynamic technology maneuvering aircraft and to achieve full scale Reynolds number for each configuration in the NTF are determined. It is concluded that the facility does not offer the potential for making tunnel to full scale data correlations for this type of aircraft configuration.

N84-23591# Aeritalia S.p.A., Torino (Italy). Gruppo Velivoli da Combattimento.

DESIGN OF A WIND TUNNEL AFTERBODY MODEL FOR THE DEVELOPMENT OF A TRANSONIC COMBAT AIRCRAFT

G. BERTOLONE and E. FARINAZZO In AGARD Wind Tunnels

and Testing Tech. 15 p (SEE N84-23564 14-01) Feb. 1984

Avail: NTIS HC A22/MF A01

A single engine combat aircraft, complete afterbody model was designed and tested in transonic wind tunnel for integration of the experimental results obtained from the unpowered models. The model was designed with potential capability to investigate the tailplane effectiveness and the effects of the secondary jet outlets, tail fairings, excrescences, and aerials. The general arrangement of the model are described. The necessity of an accurate sealing between the fixed and the weighed parts with the minimum mechanical interference to obtain reliable results in terms of afterbody drag is stressed.

N84-23592# Calspan Field Services, Inc., Arnold AFS, Tenn. TRANSONIC NOZZLE-AFTERBODY FLOW FIELD TRANSONIC NOZZLE-AFTERBULY FLOW MEASUREMENTS USING A LASER DOPPLER VELOCIMETER F. L. HELTSLEY, B. J. WALKER (Army Missile Command, Redstone Arsenal, Ala.), and R. H. NICHOLS (AEDC) In AGARD Wind Tunnets and Testing Tech. 14 p (SEE N84-23564 14-01)
1984 refs Sponsored by AEDC Avail: NTIS HC A22/MF A01

Nonintrusive laser Doppler velocimeter (LDV) flow field measurements for several nozzle afterbody configurations with cold nitrogen exhaust jets is described. Information about the test facility and instrumentation is presented. The test articles including one

with a 15 deg. boattail afterbody and two having blunt bases are described. The two color, two component LDV optical package and data acquisition system used for the flow field measurements are discussed. The effects of particle dynamics upon the LDV measurement uncertainty are reviewed. Fluorescent seeding was used in conjunction with multiple techniques to gain a more complete understanding of the complex flow interactions in the model base region. Test results are summarized and selected data are presented. EAK.

Deutsche Forschungs- und Versuchsanstalt fuer NR4-23593# Luft- und Raumfahrt, Goettingen (West Germany). Hauptabt. Windkanaele.

THE NEW CALIBRATION TANK FOR ENGINE SIMULATORS AT DEVLR GOETTINGEN

B. BINDER, E. MELZER, and R. WULF In AGARD Wind Tunnels and Testing Tech. 9 p (SEE N84-23564 14-01) Feb. 1984

Avail: NTIS HC A22/MF A01

Interference effects between engine and airframe in wind tunnel tests the knowledge of the characteristics of model engines is necessary, especially if Turbine Powered Simulators (TPS) are used. The calibration tank which was built for the determination of TPS characteristics is described. Results of calibration measurements are presented for the six component balance and for the sonic nozzles to determine the mass flow.

Office National d'Etudes et de Recherches N84-23594# Aerospatiales, Paris (France).

NEW TPS CALIBRATION BENCH, AND EJECTOR TESTS J. P. BECLE, J. COSTE, and J. LEYNAERT In AGARD Wind Tunnels and Testing Tech. 12 p (SEE N84-23564 14-01) Feb. 1984 refs in FRENCH; ENGLISH summary Avail: NTIS HC A22/MF A01

The new calibration bench for large turbopowered simulator (TPS), adapted to the airplane models in wind tunnels, is described. This bench uses an existing wind tunnel wall balance equipped with two compressed air supply devices, which is installed in a depressurized tank. The depressurization is obtained by the jet effect of the TPS acting as an ejector. Various types of ejectors were tested. The influence of the geometrical parameters is analyzed, and the problem of stable or instable conditions is presented.

N84-23595# Aircraft Research Association Ltd., Bedford

RECENT DEVELOPMENTS IN STORE SEPARATION AND GRID SURVEY TECHNIQUES USING THE ARA TWO-STING RIG M. E. WOOD In AGARD Wind Tunnels and Testing Tech. 13 p (SEE N84-23564 14-01) Feb. 1984 refs Avail: NTIS HC A22/MF A01

The Two Sting Rig system provides captive trajectory and grid survey testing in the ARA 2.74 m x 2.44 m transonic wind tunnel, on models of the order of 10% scale. The system is used primarily in the captive trajectory mode to predict release characteristics for a wide range of stores/aircraft. The improvements to and developments of the system that have arisen from experiences gained during the last two years of its operational use are described. A brief description is given of the general arrangement of the rig. Improvements to performance, simulation capabilities and to wind tunnel productivity are described together with current design studies for new applications. An appraisal of the overall performance of the method against 3 other ground based techniques is used to illustrate its merits and defects, using results from recent Two Sting Rig wind tunnel tests and flight.

N84-23596# Fluidyne Engineering Corp., Minneapolis, Minn.
A SELF-CONTAINED CAPTIVE TRAJECTORY SYSTEM FOR A BLOWDOWN WIND TUNNEL

C. D. CHRISTOPHERSON, D. N. KAMIS, D. M. NELSON, and R. D. WEEK In AGARD Wind Tunnels and Testing Tech. 9 p. (SEE N84-23564 14-01) Feb. 1984 Avail: NTIS HC A22/MF A01

The trajectory of a store which is released from an aircraft can be determined by model tests using a six component sting balance to measure the aerodynamic forces and moments on the shell. A completely self contained captive trajectory system is described which is configured to provide maximum efficiency in the use of wind tunnel test time. There are three primary factors which contribute to achieving this goal: the self contained nature of the system, the use of high performance electrohydraulic servo positioning systems for all motions, the use of a modern high speed minicomputer and appropriately matched amplifler/multiplexer I/O equipment to acquire information, perform the mathematical manipulations required, and provide appropriate into four subsystems. The system described is separated into four subsystems: the structural/mechanical system, the electrohydraulic positioning systems, the minicomputer based analyzer/programmer system, the software system. An overview of the wind tunnel circuit, a 4 ft by 4 ft (1.2 m x 1.2 m) trisonic blowdown configured to provide high quality by the use of a perforated sleeve valve flow control, perforated flow diffusers, acoustic baffles, a honeycomb, and screens, is given.

N84-23597# British Aerospace Aircraft Group, Brough

THE ACCELERATED LIGHT MODEL TECHNIQUE OF STORE SEPARATION AS DEVELOPED AND USED AT BRITISH AEROSPACE, BROUGH

R. E. BURNS In AGARD Wind Tunnels and Testing Tech. 12 p (SEE N84-23564 14-01) Feb. 1984

Avail: NTIS HC A22/MF A01

The light model technique developments for use in the Brough High Speed Wind Tunnel, which succeeded in producing a reliable and practical method of virtually eliminating errors due to the usual compromises are examined. The theoretical concepts are described in detail, and results from a typical wind tunnel jettison test are presented. The method employed is light model scaling, with parent model acceleration to compensate for the gravitational deficiency inherent in this technique. A detailed analysis of residual errors in simulation has led to a method of minimizing the most significant of these (i.e. induced incidence deficiency), which has now been incorporated into the techniques.

N84-23598# Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

VORTICAL FLOW EXPLORATION METHODS DEVELOPED FOR THE F1 WIND TUNNEL

Y. BROCARD and P. DESPLAS In AGARD Wind Tunnels and Testing Tech. 15 p (SEE N84-23564 14-01) Feb. 1984 rets In FRENCH; ENGLISH summary Avail: NTIS HC A22/MF A01

Flow field investigation methods are developed by Office National d'Etudes et de Recherches Aerospatiales for its large wind tunnels. The means - exploring device, motorized probe holders, piloting computer system - used to position and point the probes are described. For vortex flow investigations five hole probes and two or three hot wire probes are used. The measuring and data processing techniques for the various probes are given. Finally typical results obtained in the O.N.E.R.A. F1 wind tunnel are presented.

N84-23599# Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

NEW METHODS OF EXCITATION, ACQUISITION AND DATA REDUCTION ABOUT UNSTEADY WIND TUNNEL TESTS

A. GRAVELLE and R. DESTUYNDER In AGARD Wind Tunnels and Testing Tech. 15 p (SEE N84-23564 14-01) Feb. 1984 refs. In FRENCH; ENGLISH summary

Avail: NTIS HC A22/MF A01

The unsteady wind tunnel tests performed by the structures department at Office National a'Etude et de Recherches Aerospatiales (ONERA) consist in measuring unsteady pressure fields and forces during rigid body motions of the models, control surfaces motions, as well as in acceleration measurements in the case of flutter models. The different types of model installation, excitation devices, data acquisition and data reduction methods and units are described herein. Different examples and results are given.

M.A.C.

N84-23800# Dornier-Werke G.m.b.H., Munich (West Germany). EXPERIENCE IN ENGINE FACE, NON-STEADY, FLOW MEASUREMENTS THROUGH A SIDE AND BOTTOM ENGINE AIR INLET DUCT

D. RITCHIE and R. FRIEDRICHS (DFVLR, Brunswick) In AGARD Wind Tunnels and Testing Tech. 18 p (SEE N84-23564 14-01) Feb. 1984 Sponsored by German Ministry of Defense Avail: NTIS HC A22/MF A01

Two types of turbine engine air inlets are described. Models of these inlets are instrumented with high frequency pressure sensors and turbulence levels are measured in the wind tunnel for various mass flow ratios, angles of attack and sideslip angles. The instrumentation and methods of data reduction and analysis are described. Some results are shown to support the merit of high frequency, non stationary instrumentation. Non stationary data are compared with stationary measurements taken at the same time.

N84-23601# Royal Aircraft Establishment, Bedford (England).
RECENT DEVELOPMENTS IN THE MEASUREMENT OF TIME-DEPENDENT PRESSURES

B. L. WELSH, C. R. PYNE, and B. E. CRIPPS In AGARD Wind Tunnels and Testing Tech. 17 p (SEE N84-23564 14-01) Feb. 1984

Avail: NTIS HC A22/MF A01

For flutter tests, involving time dependent force measurement, frequency sweep excitation is currently used to reduce tunnel running times, and minimize the risk of losing the model due to prolonged exposure to oscillatory conditions. This method is used to measure the time-dependent pressures on a wing oscillating in pitch using improved measurement and recording equipment. Wherever the system under test displays a linear response the raid sweep technique is in good agreement with the much slower method of discrete sinusoidal excitation. Where the system is non liner, eg in unsteady tunnels, significant differences between the techniques are expected and observed. The techniques and data from recent test are discussed.

N84-25613# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).
WORKSHOP ON REQUIREMENTS FOR AIRCRAFT CORROSION

CONTROL
W. M. IMRIE, ed. Mar. 1984 78 p refs Workshop held in London, 10-15 Apr. 1983

(AGARD-R-714; ISBN-92-835-1467-X; AD-A143237) Avail: NTIS HC A05/MF A01

Conference proceedings on aircraft corrosion and corrosion prevention are given. A number of topics are discussed in the areas of design specifications, manufacturing, maintenance, and cost. For individual titles, see N84-25614 through N84-25624.

N84-25614# Royal Aircraft Establishment, Farnborough (England).
Materials and Structures Dept.

CORROSION CONTROL REQUIREMENTS FOR UK MILITARY AIRCRAFT

V. C. R. MCLOUGHLIN In AGARD Workshop on Requirements for Aircraft Corrosion Control 5 p (SEE N84-25613 16-01) Mar. 1984

Avail: NTIS HC A05/MF A01

The designer is given advice on the selection of materials based upon their resistance to corrosion, and mandatory requirements for processes and materials to be used in aircraft structures so as to minimize deterioration and corrosion. Details are given of these requirements and the various sequences of operations required for corrosion control purposes.

N84-25615# Naval Air Development Center, Warminster, Pa.
CURRENT PROCUREMENT SPECIFICATION DESIGN
REQUIREMENTS FOR US NAVY AIRCRAFT

S. J. KETCHAM. In AGARD. Workshop on Requirements for Aircraft Corrosion. Control. 2 p. (SEE N84-25613 16-01). Mar. 1984.

Avail: NTIS HC A05/MF A01

An important step in the acquisition of a new naval aircraft is the review of detailed specifications by materials and process specialists. The specifications are studied for compliance with SD-24, MIL-F-7179 and MIL-S-5002. In addition, reports on Adhesives, Lubricants, Finishes and Corrosion Control Plans are

01 AERONAUTICS (GENERAL)

furnished as a contractural requirement. Some of the most important considerations are the materials to be used, designs incorporating dissimilar metals, and water tightness. Test programs may be necessary to validate a particular choice of material of design. In the final analysis, however, cost and performance are the overriding considerations so some compromises usually have to be made. The challenge is to obtain as corrosion free a vehicle as possible within these constraints.

N84-25616# Army Materials and Mechanics Research Center, Watertown, Mass.

CURRENT DESIGN REQUIREMENTS FOR CORROSION CONTROL ON HELICOPTERS

M. LEVY and R. D. FRENCH In AGARD Workshop on Requirements for Aircraft Corrosion Control 5 p (SEE N84-25613 16-01) Apr. 1984 Avail: NTIS HC A05/MF A01

Aeronautical Design Standard ADS-13C embodies the general requirements for the materials and processes utilized in the design and construction of Army aircraft. The materials and processes are utilized in accordance with AMCP706-203, the Engineering Design Handbook Helicopter Engineering, part three, Qualification Assurance. The properties of materials are generally obtained from MIL-HDBK-5, MIL-HDBK-17 and MIL-HDBK-23, for metallic materials, plastics, and structural sandwich respectively. All of the system parts are finished to provide protection from corrosion and other forms of material deterioration in accordance with a contractor prepared and Government-approved material deterioration prevention and control (MADPAC) plan which is detailed in the appendix to ADS-13. This appendix describes the managerial and technical responsibilities of Army contractors in the design, validation, development and production phases of Army aviation systems. It provides a mechanism for the implementation of sound materials selection practices and finish treatments during the life cycle of all Army aviation weapon systems and defines the organization and implemenation of a MADPAC finish specification which complies with MIL-F-7179. ADS-13C repesents the most recent revision of the standard which embodies some of the corrosion lessons learned from Army helicopters where weight reduction was the overriding concern in the design and construction of the aircraft.

Author

N84-25617# Westiand Aircraft Ltd., Yeovil (England).
THE INTERPRETATION OF DESIGN REQUIREMENTS FOR MULTI-MARKET HELICOPTERS

D. R. HAYWARD In AGARD Workshop on Requirements for Aircraft Corrosion Control 3 p (SEE N84-25613 16-01)

Avail: NTIS HC A05/MF A01

An approach to corrosion control in helicopters is given. All drawing are vetted before issue to ensure that obvious corrosion sites, sharp edges, and water traps are designed out and of course to obtain the most economical means of protecting components. Wherever possible a coat of pain is applied before assembly. Measures are taken to prevent ingress of water to joints and structures by the use of caulking materials; however, great care is taken to ensure structures are adequately drained. Specific treatments of aluminum, steel, and magnesium are detailed.

N84-25618# Saab-Space A.B., Linkoeping (Sweden). Materials Lab

CURRENT REQUIREMENTS ON SPECIFICATIONS FOR CORROSION PREVENTION

E. HULTGREN In AGARD Workshop on Requirements for Aircraft Corrosion Control 13 p (SEE N84-25613 16-01) Mar. 1984 Avail: NTIS HC A05/MF A01

The of aluminum, low alloy steel, magnesium, titanium, and composite materials in aircraft construction aimed at corrosion prevention and resistance is discussed. Protective coatings, adhesives and sealants are discussed. The importance of design considerations is explained.

NB4-25619# Atlantic Fleet, Norfolk, Va.

US NAVY CORROSION CONTROL MAINTENANCE
G. T. BROWNE In AGARD Workshop on Requirements for Aircraft Corrosion Control 11 p (SEE N84-25613 16-01)

Avail: NTIS HC A05/MF A01

The U.S. Navy Aircraft Corrosion Prevention/Control Maintenance Program is described. Program elements, present maintenance practice, maintenance control procedures and corrective actions from discovery, resolution and documentation are discussed. A system of checks and balances which are accomplished through a material condition audit program that assesses the quality of information provided for use by mechanics and the ability of the aircraft operator to maintain the aircraft are discussed. The training for personnel involved in the program is

N84-25620# Vought Corp., Dallas, Tex. Materials and Processes

DESIGN AND MANUFACTURING PRACTICES TO MINIMIZE CORROSION IN AIRCRAFT

A. E. HOHMAN In AGARD Workshop on Requirements for Aircraft Corrosion Control 5 p (SEE N84-25613 16-01) 1984 refs

Avail: NTIS HC A05/MF A01

Military weapon systems face tradeoffs of performance, cost of production and maintenance versus long term durability and reduced reliability resulting from corrosion. There is a broad set of requirements presented to contractors which represent the collective wisdom of what is needed for durability. requirements are judged to be cost effective and near optimum in this tradeoff of performance/cost with corrosion resistance. A few examples of some specific designs, processes and materials which were found by one manufacturer to have significant advantages in this tradeoff by their excellence of protection with minimum tradeoff penalties are discussed. These details of successful experiences are intended to set the stage for two other theses. The first is that the data incorporated in United States Military documents, such as the requirements in MIL-F-7179, Protection of Aerospace Weapon Systems, Mil-Std-1568, Materials and Processes for Corrosion Control, and the materials portions of SD-24, Design and Construction of Weapon Systems, are indeed an excellent base from which we can begin the design of a weapon system. But it is an almost impossible situation to try to spell out the details required to actually obtain performance excellence in the design tradeoffs; or to define the required intricate details necessary to accomplish optimum protection from the pervasive thermodynamics of materials seeking lower free energy states.

N84-25621# National Defence Headquarters, Ottawa (Ontario). Directorate of Aerospace Support Engineering.

CORROSION CONTROL MAINTENANCE PRACTICES FOR CANADIAN AIRCRAFT

R. SIMARD In AGARD Workshop on Requirements for Aircraft Corrosion Control 7 p (SEE N84-25613 16-01) Mar. 1984 Avail: NTIS HC A09/MF A01

The corrosion control program for aircraft of the Canadian Armed Forces is reviewed. Documentation outlining general guidelines and policy is presented along with excerpts from a manual specific to one particular aircraft. The effects of the operational environment on the extent of the corrosion control program for an aircraft is discussed, with Sea King helicopters and CF-104 aircraft serving as examples. The equipment contained in a corrosion control first aid kit for CF aircraft is highlighted, along with instructions for its use. The training given to CF aviation tradesmen is also outlined. Finally, the protective coating system selected for all CF aircraft is described and its importance to the overall corrosion contol program is noted.

N84-25622# Defence Research Establishment Pacific, Victoria (British Columbia). Materials Engineering Section.
CORROSION RESEARCH IN SUPPORT OF CANADIAN FORCES AIRCRAFT

D. R. LENARD In AGARD Workshop on Requirements for Aircraft Corrosion Control 11 p (SEE N84-25613 16-01) Mar.

Avail: NTIS HC A05/MF A01

Two examples of research projects initiated by the Defense Research Establishment Pacific in direct support of aircraft operators and maintainers in the Canadian Armed Forces are presented. The first example involves a contract research project to investigate the effects of water displacing corrosion inhibiting preparations on the fatigue characteristics of structural joints. The initial experimental plan is outlined and preliminary results are presented. These early results indicated that the preparations did not have a significant effect on the fatigue of single strap, riveted butt joints. The second example concerns the prohibition against use of silicon carbide abrasive papers on aluminum in aircraft. Laboratory investigations including several electrochemical experiments and atmospheric exposure trials clearly demonstrated that the use of silicon carbide abrasive papers did not increase the severity of corrosion.

N84-25623# Naval Air Development Center, Warminster, Pa. METHODOLOGY FOR ASSESSMENT OF CORROSION COSTS

1. S. SHAFFER In AGARD Workshop on Requirements for Aircraft Corrosion Control 7 p (SEE N84-25613 16-01) Mar. 1984 refs

Avail: NTIS HC A05/MF A01

Corrosion has a significant impact on the life cycle costs of naval aircraft. Materials, energy, labor and technical expertise that would otherwise be available for alternative uses must be allocated for corrosion control. To help justify the added expense of designing more corrosion resistance in future Navy aircraft and spending more on corrosion research and technology, valid estimates of the magnitude of corrosion costs and the relative distribution of those costs among various aircraft types and aircraft systems are important. While many factors make up the Navy's cost of corrosion for aircraft ownership, the overwhelming one is the effort spent doing maintenance. The maintenance data collection system is discussed. Tables and graphs showing costs are given.

N84-25624# British Airways, Middlesex (England). Aircraft Engineering (Structures). COST OF CORROSION FOR COMMERCIAL AVIATION

R. G. MITCHELL In AGARD Workshop on Requirements for Aircraft Corrosion Control 1 p (SEE N84-25613 16-01)

Avail: NTIS HC A05/MF A01

A preliminary analysis of aircraft corrosion costs based on the annual costs of scheduled maintenance, modification, and replacement is discussed. The results show the financial cost of the corrosion problem which can be expressed in several ways. The direct cost per flying hour, depending on operators and aircraft type (not including maintenance overhead) was \$8-\$12 in 1979 and \$8-\$20 in 1983. The percentage of direct airframe maintenance cost was between 6% and 8%. The total annual direct cost for International Transport Association member airlines was \$100 M based on 1976 operations and \$200 M based on 1982 operations. It should be noted that the values represent costs for a range of operators and aircraft types. The lowest value is very conservative and is largely based on one operators actual modification project costs only. The higher value is probably closer to the true cost since it is based upon a breakdown of actual modification, routine maintenance and inspection costs. Closer examination of these figures reveal that the major component in the cost values associated with corrosion prevention and control is due to labor costs. An additional cost not reflected in the above figures is the unscheduled downtime both at main base and route stations.

Advisory Group for Aerospace Research and NR4-25625# Development, Neuilly-Sur-Seine (France).

SPECIAL COURSE ON VISTOL AERODYNAMICS

Loughton, England Apr. 1984 383 p refs Course held in Rhode-Saint-Genese, Belgium, 14-18 May 1984, and in Moffett Field, Calif., 4-8 Jun. 1984 (AGARD-R-710; ISBN-92-835-1472-6; AD-A144214) Avail: NTIS

HC A17/MF A01

The aim of the Special Course on V/STOL Aerodynamics was to outline and discuss the additional knowledge of aerodynamics needed to embark on the design of V/STOL aircraft. The influence of V/STOL features on wing design, layout considerations, engine and air intake considerations, effects of jet effluxes, wind tunnel and flight testing, maneuverability and control, performance assessment and special aspects of flight aerodynamics were discussed. For individual titles, see N84-25626 through N84-25637.

Kingston Polytechnic, Kingston-Upon-Thames N84-25626# (England). School of Mechanical, Aeronautical, and Production

INTRODUCTION AND REVIEW OF SOME JET INTERFERENCE PHENOMENA RELEVANT TO V/STOL AIRCRAFT

E. C. P. RANSOM and J. R. SMY (British Aerospace Aircraft Group, Kingston-upon-Thames, England) In AGARD Spec. Course on V/STOL Aerodyn. 23 p (SEE N84-25625 16-01)

Avail: NTIS HC A17/MF A01

This introductory paper summarizes and discusses aspects of some fluid flows relevant to V/STOL aircraft. The principal sources of reference are the contributions to AGARD conferences which have been specifically concerned with V/STOL aerodynamics. Initially consideration has been given to the behavior of single axisymmetric jets discharging into stationary surroundings and the creation of the corresponding flow field. The effect that a change of fluid properties has on the flow field and plume development is then described and is extended to include jets discharging into a cross flow and into a coflowing stream. The aerodynamics of jets impinging on adjacent surfaces are reviewed with particular reference to induced lift losses generated during hovering in ground effect, to ground erosion and to recirculation. Internal fluid flows in thrust augmentors are described including the effect of losses, and the generation of unsteady flows which are used to enhance mixing rates. The paper concludes with a brief discussion of modelling techniques and wind tunnel methods including interference effects. Author

N84-25627# British Aircraft Group, Aerospace

Kingston-upon-Thames (England).
THE INFLUENCE OF V/STOL ON WING DESIGN AND TAILPLANE DESIGN

C. L. BORE In AGARD Spec. Course on V/STOL Aerodyn. 6 D (SEE N84-25625 16-01) Apr. 1984 Avail: NTIS HC A17/MF A01

It is shown that one of the most powerful influences upon the payload/range of V/STOL aircraft is exerted by reducing the weight of the wing. The process of designing a lightweight wing involves meticulous effort to achieve exceptionally high maneuvering lift coefficients, combined with due attention to the geometrical and structural interactions. There are constraints all round, such as the need to avoid undue interference with jet effluxes below the wing roots, and the physical constraint of providing fuel volume and space for low drag store carriage. Any structural complexities which threaten to increase wing weight seriously (such as cut-outs, opening panels for fails or ejectors and so on) are inefficiences which should be entertained only for valuable benefits.

National Aeronautics and Space Administration. Ames Research Center, Moffett Field, Calif. V/STOL CONCEPTS IN THE UNITED STATES: PAST, PRESENT, AND FUTURE

W. P. NELMS and S. B. ANDERSON In AGARD Spec. Course on V/STOL Aerodyn. 44 p (SEE N84-25625 16-01) Apr. 1984 refs Previously announced as N84-22532 Avail: NTIS HC A17/MF A01 CSCL 01C

Nonhelicopter types of V/STOL aircraft developed in the United States are reviewed, and some lessons learned from a selected number of concepts are highlighted. The AV-8B, which was developed by modifications to the British Harrier is the only current concept examined. Configurations proposed for the future subsonic, multimissing aircraft and the future supersonic fighter/attack aircraft are described. Emphasis is on these supersonic concepts. B.W.

N84-25629# British Aerospace Aircraft Group, Warton (England). Advanced Projects Dept.

LAYOUT CONSIDERATIONS AND TYPES OF V/STOL AIRCRAFT

J. FLETCHER In AGARD Spec. Course on V/STOL Aerodyn. 36 p (SEE N84-25625 16-01) Apr. 1984 refs Avail: NTIS HC A17/MF A01

This report summarizes V/STOL aircraft developed in the United States and describes concepts considered for future applications. The discussion is limited to non-helicopter types of vehicles. In particular, past V/STOL aircraft will be reviewed, and some lessons learned from a selected number of concepts will be highlighted. The only current concept described is the AV-8B, which was developed by modifications to the British Harrier. Configurations recently proposed for the future subsonic, multimission aircraft and the future supersonic fighter/attack aircraft will be described. Emphasis in the lecture will be on these supersonic concepts.

B.V

N84-25630# Rolls-Royce Ltd., Bristol (England).
V/STOL PROPULSION SYSTEM AERODYNAMICS

W. J. LEWIS In AGARD Spec. Course on V/STOL Aerodyn. 24 p (SEE N84-25625 16-01) Apr. 1984 Avail: NTIS HC A17/MF A01

Different V/STOL propulsion system concepts are briefly described. Highlighted are those features of the systems which present the aerodynamicist with either more severe problems of different problems from those present on conventional takeoff and landing engines. After illustrating some of the demands V/STOL makes on the engine cycle choice and some of the compromises necessary, the individual parts of the propulsion system are considered in turn. Because of the enormous scope of the subject, attention was limited to aspects which are common to a number of the different propulsion systems.

N84-25631*# McDonnell Aircraft Co., St. Louis, Mo. JET FLOWFIELDS

D. R. KOTANSKY In AGARD Spec. Course on V/STOL Aerodyn. 48 p (SEE N84-25625 16-01) Apr. 1984 refs (Contract NAS2-9646; NAS2-10184; NAS2-11161; N62269-76-C-0086; N62269-81-C-0717; N00014-79-C-0130) Avai: NTIS HC A17/MF A01 CSCL 01A

The unique aero/fluid mechanics of V/STOL iet flowfields both in and out of ground effect and how they influence and may be accommodated in the aircraft design process are described. Key topics addressed include the following: jet development in static and cross-flow conditions, jet impingement (round jets/rectangular jets including nozzle pressure ratio and temperature effects), multiple jet impingement and fountain upwash formation and development (ground surface flows, stagnation lines, fountain characteristics), fountain impingement on the airframe, jet induced effects on the airframe in and out of ground effect including trim and stability considerations, effects of forward (STOL) and cross-wind velocities, and exhaust gas ingestion (VTOL, STOL). Discussion of the above items will include their influence on vehicle design and system performance and their quantification and prediction via theoretical and empirical predictions, and small and large scale wind tunnel tests. Aero/propulsion devices discussed include V/STOL multiple jet lift systems (low and high pressure ratio) and STOL thrust vectoring/reversing nozzles.

N84-25632*# National Aeronautics and Space Administration.
Arnes Research Center, Moffett Field, Calif.
V/STOL MANEUVERABILITY AND CONTROL

J. A. FRANKLIN and S. B. ANDERSON /n AGARD Spec. Course on V/STOL Aerodyn. 47 p (SEE N84-25625 16-01) Apr. 1984 refs Prevously announced as N84-22584 Avail: NTIS HC A17/MF A01 CSCL 01C

Maneuverability and control of V/STOL aircraft in powered-life flight is studied with specific considerations of maneuvering in forward flight. A review of maneuverability for representative operational mission tasks is presented and covers takeoff, transition, hover, and landing flight phases. Maneuverability is

described in terms of the ability to rotate and translate the aircraft and is specified in terms of angular and translational accelerations imposed on the aircraft. Characteristics of representative configurations are reviewed, including experience from past programs and expectations for future designs. The review of control covers the characteristics inherent in the basic airframe and propulsion system and the behavior associated with control augmentation systems. Demands for augmented stability and control response to meet certain mission operational requirements are discussed. Experience from ground-based simulation and flight experiments that illustrates the impact of augmented stability and control on aircraft design is related by example.

N84-25633*# National Aeronautics and Space Administration, Ames Research Center, Moffett Field, Calif. V/STOL WIND-TUNNEL TESTING

D. G. KOENIG In AGARD Spec. Course on V/STOL Aerodyn. 71 p (SEE N84-25625 16-01) Apr. 1984 refs Avail: NTIS HC A17/MF A01 CSCL 01A

Factors influencing effective program planning for V/STOL wind-tunnel testing are discussed. The planning sequence itself, which includes a short checklist of considerations that could enhance the value of the tests, is also described. Each of the considerations, choice of wind tunnel, type of model installation, model development and test operations is discussed, and examples of appropriate past and current V/STOL test programs are provided. A short survey of the moderate to large subsonic wind tunnels is followed by a review of several model installations, from dimensional to large-scale models of complete aircraft configurations. Model sizing, power simulation, and planning are treated, including three areas in test operations: data acquisition systems, acoustic measurements in wind tunnels, and flow surveying.

N84-25634# British Aerospace Aircraft Group, Kingston-upon-Thames (England).

GROUND BASED TESTING WITHOUT WIND TUNNELS

C. L. BORE In AGARD Spec. Course on V/STOL Aerodyn. 6 p (SEE N84-25625 16-01) Apr. 1984 refs Avail: NTIS HC A17/MF A01

Ground based tests of V/STOL aircraft not requiring wind tunnels are described. Harrier aircraft and the Bristol-Siddeley BS 53 (Pegasus) engine are given particular consideration. Tests of aircraft reaction controls, air intakes, anti-lift (suckdown) forces, and hot gas recirculation (HGR) are discussed. Jet thrust was the critical parameter studied in all of the test schemes. Modifications in aircraft design, such as the use of underfuselage strakes, were addressed.

N84-25635# British Aerospace Public Ltd. Co., Preston (England).

AERODYNAMICS OF V/STOL AIRCRAFT: PERFORMANCE ASSESSMENT

D. C. LEYLAND In AGARD Spec. Course on V/STOL Aerodyn. 26 p (SEE N84-25625 16-01) Apr. 1984 refs
Avail: NTIS HC A17/MF A01

Combat performance assessment of jet-borne V/STOL aircraft of the Harrier/AV8B family is discussed. Performance requirements for vertical takeoff and short takeoff are outlined and reviewed. Parameters considered for vertical operation include: margin for acceleration and maneuver, jet-induced lift losses, hot gas reingestion, and reaction control air bleed. Cruise, vectored thrust, jet lift enhancement, and the accelerating transition maneuver from jet-borne flight to aerodynamic lift are also discussed. R.S.F.

N84-25636*# National Aeronautics and Space Administration.
Ames Research Center, Moffett Field, Calif.
ASSESSMENT OF AERODYNAMIC PERFORMANCE OF V/STOL
AND STOVL FIGHTER AIRCRAFT

W. P. NELMS In AGARD Spec. Course on V/STOL Aerodyn. 35 p (SEE N84-25625 16-01) Apr. 1984 refs Previously announced as N84-22536

Avail: NTIS HC A17/MF A01 CSCL 01C

The aerodynamic performance of V/STOL and STOVL fighter/attack aircraft was assessed. Aerodynamic and propulsion/airframe integration activities are described and small-and large-scale research programs are considered. Uncertainties affecting aerodynamic performance that are

associated with special configuration features resulting from the V/STOL requirement are addressed. Example uncertainties related to minimum drag, wave drag, high angle of attack characteristics, and power-induced effects. Engine design configurations from several aircraft manufacturers are reviewed. Author

British Aerospace Aircraft Group. N84-25637# Kingston-upon-Thames (England). NOTES ON SPECIAL FLIGHT ASPECTS, SUCH AS STO, SKI-JUMP AND ODM

C. L. BORE In AGARD Spec. Course on V/STOL Aerodyn. 6 p (SEE N84-25625 16-01) Apr. 1984 refs Avail: NTIS HC A17/MF A01

The dimensionless parameters which dominate the performance of iet-lift V/STOL aircraft are reviewed. Thrust ratings, forces extant in partially jet-borne flight, short takeoff, takeoff-weight ratio. ski-jump takeoff, and deck launch are considered. Harrier aircraft

and the Bristol-Siddeley BS 53 (Pegasus) engine serve as the paradigms for the discussion.

N84-34396# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

FLIGHT TEST TECHNIQUES Loughton, England Jul. 1984 367 p refs In ENGLISH and FRENCH Conf. held in Lisbon, 2-5 Apr. 1984

(AGARD-CP-373; ISBN-92-835-0359-7; AD-A147625) Avail: NTIS HC A16/MF A01

Flight testing techniques that evaluate flight control characteristics, aerodynamic characteristics, and avionics/weapons systems are presented. The analyses cover topics such as lift and drag quantification, autopilot and navigation equipment tests, external stores flight testing, and weapons system testing and integration. For individual titles see N84-34397 through N84-34421

N84-34397# Dornier-Werke G.m.b.H., Friedrichshafen (West

DETERMINATION OF EXTERNAL STORE DRAG

K. LUTZ and R. MATECKI In AGARD Flight Test Tech. 9 p (SEE N84-34396 24-01) Jul. 1984 refs Avail: NTIS HC A16/MF A01

The evaluation of external stores concerns single store configurations and double store configurations. The necessary considered further work for completing external store statistical basic data is listed. The external store drag is evaluated in a classical manner for all configurations and configuration components beginning with the clean aircraft as first reference configuration and than evaluating step by step additional components (e.g., gun-pod, pylons, tanks e.a.). The main effort is directed on underwing stores, as the ALPHA-Jet has only one under-fuselage station for a gun-pod.

N84-34398# British Aerospace Aircraft Group, Preston (England)

THE FLIGHT TEST OF AN AUTOMATIC SPIN PREVENTION

P. S. BUTCHER and K. MCKAY In AGARD Flight Test Tech. 11 p (SEE N84-34396 24-01) Jul. 1984 Avail: NTIS HC A16/MF A01

The flight testing of the Spin Prevention and Incidence Limiting System (SPILS) now fitted to the Tornado aircraft is investigated. The trial is carried out in parallel with the conventional stalling and spinning trial and the special aircraft equipment and test procedures are common to both trial and is considered in some detail. The SPILS flight testing is described with and without stores, and describes the reasons for the control law modifications required to fine tune the performance of the system

N84-34399# Air Force Flight Test Center, Edwards AFB, Calif HIGH ANGLE OF ATTACK TEST AND EVALUATION TECHNIQUES FOR THE 1980S

G. L. JONES In AGARD Flight Test Tech. 13 p (SEE N84-34396 24-01) Jul. 1984 refs Avail: NTIS HC A16/MF A01

The principles that guide the development of stall/post stall/spin flight test demonstration specification MIL-S-83691 and at how recent flight test experiences at the AFFTC have modified and expanded upon those ideas over the past decade are examined.

Sixteen high angle-of-attack (AOA) flight test programs on four different series of fighter/attack aircraft are completed. The basic objectives of each one of those programs emphasized the determination of departure characteristics and the development of methods for departure prevention and spin avoidance.

N84-34400# National Aerospace Lab., Amsterdam (Netherlands)

DETERMINATION OF PERFORMANCE AND STABILITY CHARACTERISTICS FROM DYNAMIC MANOEUVRES WITH A TRANSPORT AIRCRAFT USING PARAMETER IDENTIFICATION **TECHNIQUES**

N, L. J. J. ERKELENS, and A.

In AGARD Flight Test Tech. 18 H. BREEMAN, L. NIEUWPOORT 18 p (SEE N84-34396 24-01) Jul. 1984 refs Avail: NTIS HC A16/MF A01

A flight test program is executed with the Fokker F28 transport aircraft to investigate whether it is possible to determine performance and stability characteristics from dynamic maneuvers using parameter identification techniques, with sufficient accuracy for certification purposes. A research moving base flight simulator, programmed with the F28 aerodynamic model derived from conventional flight tests and wind-tunnel data, is used to select an optimal set of maneuvers from which the desired characteristics could be determined with a satisfactory degree of accuracy. Flight test data is analyzed, using the Two-Step method. This method starts by reconstructing the aircraft flight path as the first step. The second step is the calculation of all aerodynamic coefficients using straightforward regression analysis techniques. The advantage of this method over the more often used maximum likelihood estimation methods is that a large number of alternative non-linear aerodynamic models can be investigated in a short time using an interactive program. The flight test results are compared with results derived from conventional test programs. From this comparison it is clear that the data is sufficiently M.A.C.

N84-34401# Grumman Data Systems Corp., Calverton, N.Y APPLICATION OF ADVANCED PARAMETER IDENTIFICATION METHODS FOR FLIGHT FLUTTER DATA ANALYSIS WITH COMPARISONS TO CURRENT TECHNIQUES

H. J. PERANGELO and P. R. WAISANEN (Grumman Aerospace Corp., Calverton, N.Y.) In AGARD Flight Test Tech. 29 p (SEE N84-34396 24-01) Jul. 1984 refs

Avail: NTIS HC A16/MF A01 The implementation and evaluation of advanced parameter identification software for use in flutter test data processing operations is investigated. The maximum likelihood parameter identification algorithm is used in conjunction with a detailed physical aeroelastic aircraft model to perform optimal flutter test data analysis. Extended Kalman filtering is considered for eventual use as a second advanced parameter identification method. A mathematical description of the advanced parameter identification approach and least-squares flutter analysis procedures are presented. A comparison between this current analysis capability and prototype code for the maximum likelihood parameter identification algorithm on response data excited randomly (via atmospheric turbulence) and by swept shaker inputs indicates a significant improvement in analysis results with the advanced method.

N84-34402# Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany). Flight Test Department.

A TECHNIQUE TO DETERMINE LIFT AND DRAG POLARS IN **FLIGHT**

A. KNAUS In AGARD Flight Test Tech. 14 p (SEE N84-34396) 24-01) Jul. 1984 Avail: NTIS HC A16/MF A01

Performance trials of the European combat aircraft Tornado concentrated on the systematic measurement of lift and drag polars. Such polars were successfully measured by means of well-adapted test instrumentation, a data reduction system, and a high calibration standard of the aircraft and engines. The use of a certain combination of steady state and dynamic test maneuvers resulted in a drastic reduction in the amount of flight time required to obtain sufficient data for the determination of the zero lift drag, induced drag characteristics, and drag increments due to aircraft configuration changes. Flight test results are presented which

01 AERONAUTICS (GENERAL)

demonstrate the advantage of the test technique utilized and the high data quality achieved.

N84-34403# Air Force Wright Aeronautical Labs.. Wright-Patterson AFB, Ohio.

FLIGHT TESTING A DIGITAL FLIGHT CONTROL SYSTEM: ISSUES AND RESULTS

B. W. VANVLIET In AGARD Flight Test Tech. 10 p (SEE N84-34396 24-01) Jul. 1984 refs Avail: NTIS HC A16/MF A01

The AFTI/F-16 advanced development program modified a F-16A to be a testbed for evaluating new flight control related technologies. Some of the technologies developed on this program are: a triplex digital fly-by-wire flight control system which operates asynchronously, an analog independent backup unit (IBU), eight separate digital task-tailored control laws, and six decoupled controller options. Included among these task-tailored modes are normal operation modes, air-to-air combat modes, and air-to-surface combat modes. Two of these modes, the normal mode and the IBU, were flight tested on the AFTI/F-16 itself, and the flight test results were different from any of the simulators' predicted results. Several flight test issues are discussed in terms of how they were resolved and their effect especially on the aircraft handling qualities. Specific topics considered are: the IBU, the effect of the asynchronous computer operation and system redundancy management on the flight control laws and flight testing, and some handling qualities problems with combination coupled/decoupled control laws.

Messerschmitt-Boelkow-Blohm G.m.b.H., Munich N84-34404# (West Germany). Flight Test Department.

AIRCRAFT TESTS IN THE CLEARANCE PROGRAM FOR THE

USE OF A COMBAT AIRCRAFT FROM A RUNWAY AFTER DAMAGE REPAIR

W. SEIDEL In AGARD Flight Test Tech. 16 p (SEE N84-34396 24-01) Jul. 1984

Avail: NTIS HC A16/MF A01

The requirements of the repair quality of a damaged runway depend highly on the design capabilities and the strength of an aircraft and its undercarriage. This makes accurate knowledge of the behavior of the aircraft on non flat surfaces necessary and it is standard practice to develop a computer model of the aircraft and its undercarriage for analytical coverage of all operational cases. This analytical model requires comprehensive verification in tests; the tests are additionally necessary to optimize pilot techniques for the use of the aircraft under such conditions with minimum risk. Tests are described which were performed with a combat aircraft on a runway where mat repair was simulated. A description is given of the test setup, and the reasons for the selection of test configurations and test cases are discussed. Test instrumentation, data acquisition, and data processing are briefly described along with the test techniques which were used to meet predetermined test conditions. Examples of test results are presented and compared with predictions. A discussion of unpredicted results highlights the need for accurate test performance. Desirable improvements in measuring techniques and pilot supporting test equipment are considered.

N84-34405# Aeroplane and Armament Experimental

Establishment, Boscombe Down (England).
THE HANDLING AND PERFORMANCE TRIALS NEEDED TO CLEAR AN AIRCRAFT TO ACT AS A RECEIVER DURING AIR-TO-AIR REFUELLING

J. BRADLEY In AGARD Flight Test Tech. 16 p (SEE N84-34396 24-01) Jul. 1984

Avail: NTIS HC A16/MF A01

A brief description is given of the air to air refueling equipment and techniques presently used in the RAF. The handling and performance tests needed to clear a new receiver type aircraft are described, together with some of the results obtained when large transport aircraft are used in the receiver role.

N84-34406# Royal Aircraft Establishment, Farnborough (England) REFERENCE SYSTEMS FOR THE EVALUATION OF **DEAD-RECKONING NAVIGATION EQUIPMENT** R. F. STOKES and S. G. SMITH In AGARD Flight Test Tech. 17 p (SEE N84-34396 24-01) Jul. 1984 Avail: NTIS HC A16/MF A01

Aircraft dead reckoning navigation systems present particular problems in their assessment, and diagnosis in development where a continuous measurement of their error pattern is required. The need for long range, long duration flights with a continuous high accuracy reference led to the development of an integrated navigation system. The recorded data is processed post-flight in a Kalman filter which is used to estimate the inertial system errors. The final reference is formed by compensating the inertial outputs for these errors and has the properties of high accuracy, low noise, and continuous availability. Although simple in concept the implementation of such a scheme is complex. The major problem lies in constructing suitable mathematical models of the various equipments, and the technique of pre-processing is described. The second difficult area is that of obtaining the statistical information regarding the performance of the equipments in a form suitable for inclusion in the models. Although the reference is produced off-line, it is possible to implement the techniques

N84-34407# Aeritalia S.p.A., Caselle Torinese (Italy). Combat Aircraft Group AUTOPILOT PERFORMANCE EVALUATION TORNADO EXPERIENCE AND FUTURE APPLICATIONS R. CARABELLI and R. PELISSERO In AGARD Flight Test Tech. 17 p (SEE N84-34396 24-01) Jul. 1984 refs Avail: NTIS HC A16/MF A01

The Tornado autopilot system performance was evaluated Problems affecting equipments, control laws, system integration were studied. A digital processor to analyze data from fast data transmission lines and an avionic integration rig with real time closed loop simulation capability were employed. New facilities tailored to cover as much as possible of weapon system testing needs are developed to cope with requirements from oncoming projects which rely upon more advanced technologies. Trends for next trials conduct are discussed and engineering activities and ground facilities needs like simulation and system rig, required to support flight testing of prototype avionic systems are outlined.

N84-34408# Royal Aircraft Establishment, Bedford (England) ASSESSING PILOT WORKLOAD IN FLIGHT

A. H. ROSCOE In AGARD Flight Test Tech. 13 p (SEE N84-34396 24-01) Jul. 1984 refs Avail: NTIS HC A16/MF A01

A method by which a pilot's heart rate can be recorded to support, or occasionally question, his subjective rating of workload is described. Examples from RAE Bedford trials are presented to illustrate the technique, and the BAe 146 crew complement certification exercise is described. A flight experiment which compares heart rate levels and workload ratings in a more scientific manner is described. The rationale for using heart rate in this way is discussed.

N84-34409# Naval Air Test Center, Patuxent River, Md. Systems **Engineering Test Directorate** SIMULATION APPLIED TO THE AVIONICS SYSTEM TESTING

IN THE F/A-18 A. C. CRUCE In AGARD Flight Test Tech. 9 p (SEE N84-34396) 24-01) Jul. 1984

Avail: NTIS HC A16/MF A01

The use of simulation in support of flight test which can be used to leverage the flight test available in many programs to adequately cover the complex test requirements of modern systems is discussed. The simulation facility is designed around the multiplex data bus structure found in modern aircrafts. This architecture makes the simulation problem easier but is not a necessary condition for the application of these techniques to support flight test. However, for nonmultiplex bus systems the simulation is by nature more single purpose and the difficulty in changing the simulation facility from one aircraft type to another is greatly increased. The facility is used to support F/A-18 and AV-8B avionics

system testing. The facility is being expanded to support flight system and flight control computer testing for the F/A-18, AV-8B, F-4S, F-14, and X-29 aircraft. It is asserted that the use of simulation to supplement flight test offers the opportunity to lest highly complex and highly integrated weapons systems within the level of test assets expected to be available in future programs.

N84-34410# Aeroplane and Armament Experimental Establishment, Boscombe Down (England).
FLIGHT TEST TECHNIQUES EMPLOYED IN THE NIMROD MR

MK 2 WEAPON SYSTEM PERFORMANCE TRIALS

L. M. DUTTON In AGARD Flight Test Tech. 13 p (SEE N84-34396 24-01) Jul. 1984

Avail: NTIS HC A16/MF A01

The potential accuracy of the Nimrod's ASW systems which was matched by the precision of trial data collection, in the air and on and below the sea surface is shown. To gain such precision, the aircraft were instrumented and the majority of the trials were conducted at the Atlantic Undersea Test and Evaluation Center (AUTEC) Range. The trial analysis technique which has to match the variety of combinations of the data which are needed to make a statement on overall system performance is outlined. It is shown how forward trial planning is drawing on experience gained so far.

N84-34411# Air Force Flight Test Center, Edwards AFB, Calif. F-16 AND A-10 DIFFRACTION OPTICS HEAD UP DISPLAY (HUD) FLIGHT TEST EVALUATION

H. G. F. WURFEL In AGARD Flight Test Tech. 19 p (SEE N84-34396 24-01) Jul. 1984

Avail: NTIS HC A16/MF A01

The introduction of wide field of view (WFOV) diffraction optics head-up displays (HUDs) which provide potentially more capability than has been previously available is discussed. A direct head up, pilot to real world interface via video raster and stroke written symbology permits low level maneuvering flight at night and provides at least a survivable capability. Integration of the WFOV HUD with the F-16 and A-10 aircraft provides a useful ability to make single seat night attack a realistic and effective alternative. The major planning activities and test results of the F-16 and A-10 head-up displays (HUD) evaluations were examined. Relevant test procedures and test techniques applicable to HUD testing in general and night video raster testing in particular are reviewed The unique test requirements and safety aspects of night attack system testing are addressed.

N84-34412# Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt, Brunswick (West Germany).

IN-FLIGHT ACCURACY AND COVERAGE TESTS OF ESM- AND **ECM-SYSTEMS**

H. BOTHE and K. KLEIN In AGARD Flight Test Tech. 9 p (SEE N84-34396 24-01) Jul. 1984 refs Avail: NTIS HC A16/MF A01

Electronic Support Measurement Systems (EMS) and Systems for Electronic Counter Measures (ECM) of military aircraft require antennas for signal transmission and reception. The coverage of these antennas is an important parameter in the effectiveness of the systems. As the radiation patterns of aircraft antennas are interfered to a high degree by the structure and configuration of the aircraft, flight tests are conducted in order to prove the coverage of the above-mentioned systems. In addition, the accuracy of ESM systems, which measure the direction of arrival of an incoming radio frequency signal on board, is mostly influenced by the characteristics of the receiving antennas and hence has to be determined in flight too. A system was developed which covers the aforesaid requirements. It consists of 3 subsystems: a ground emitter system illuminating the target up to frequencies of 18 GHz; an on-board receiving system, which detects the signals received by the antennas of the system under test; and a data acquisition and transmission system, which transfers on-board and ground data to a digital computer for quick-look and data processing. Results of accuracy and coverage tests are given.

Messerschmitt-Boeikow-Blohm G m b.H., Munich N84-34413# (West Germany) Unternehmensbereich Flugzeuge FLIGHT TEST TECHNIQUES USED FOR PROOF

STRUCTURAL INTEGRITY OF TORNADO WHEN CARRYING EXTERNAL STORES

M. PEHL, F. J. RUDOLPH, E. BERTOLINA, and A. IPPOLITO. In AGARD Flight Test Tech. 25 p (SEE N84-34396 24-01) Jul. 1984 refs Prepared in cooperation with Aeritalia S.p.A., Torino,

Avail: NTIS HC A16/MF A01

The multirole characteristic of the MRCA (TORNADO) aircraft results in an almost universal capability to carry an array of existing stores in every conceivable combination, within different operational flight envelopes. In order to verify the structural integrity of the aircraft when carrying stores, a comprehensive flight loads survey program was set up to validate the store aerodynamics used for the design of pylon attachments to the main structure, the pylons, and the store structure. A description of the overall stores flight test program including the instrumentation and calibration procedures, the flight test techniques and a presentation of the to date available data are given. Finally an explanation of the most significant problems occurred during this task are pointed out.

N84-34414# Centre d'Essais en Vol, Istres (France). Service Methodes et Moyens d'Essais.

REAL TIME FLIGHT TEST CONDUCTION AND MONITORING CONDUITE ET SURVEILLANCE DES ESSAIS EN VOL EN

B. SCHERRER In AGARD Flight Test Tech. 13 p (SEE N84-34396 24-01) Jul. 1984 In FRENCH

Avail: NTIS HC A16/MF A01

The principle responsibility of the flight test center at lstres is to conduct tests of performance, structures, and propulsion. Located in a flot region with a favorable climate in the south of France, the cen er is ideal for conducting the more dangerous kinds of tests such as spin, extended flight domain, and tests of engine extinction and relighting. A special effort is devoted to means and equipment for increasing the benefits and safety of such tests, especially those which cannot be repeated without increasing potential risks. The measuring infrastructure used is described including telemetry, trajectory calculation, the computation center, and information presentation which permits the simultaneous management and supervision of more tests during their execution. Examples of these techniques are described including the CIGALE system and the cinetheodolites, and radar. Transl. by A.R.H.

Avions Marcel Dassault-Breguet Aviation, Istres (France). Dept. Moyens de Mesure et Essais.

FLIGHT TESTING AND REAL TIME DATA PROCESSING FOR DEVELOPMENT AND INTEGRATION OF WEAPON SYSTEMS J. COSTARD In AGARD Flight Test Tech. 12 p (SEE N84-34396 24-01) Jul. 1984

Avail: NTIS HC A16/MF A01

Flight tests conducted on thirteen different families of aircraft by a total of 1259 personnel at the Istres, Bretigny, and Cazaux test centers are discussed. The advantages of using real time telemetry and data processing are examined. Signal reception and processing facilities used at each center for flight tests of the airframe, the effects of external loads, certification, weapons systems development, EMC-EMI compatibility, and reconnaissance capabilities are described. Transl. by A.R.H.

N84-34416# Grumman Aerospace Corp., Calverton, N.Y
REAL TIME TESTING: THE NEXT GENERATION
J. D. DINKEL In AGARD Flight Test Tech. 8 p (SEE N84-34396)

24-01) Jul. 1984

Avail: NTIS HC A16/MF A01

The development of a new display and control system for use with an automated telemetry system for on-line processing of flight test data is discussed. The requirements set for the new and the design developed to meet them are discussed.

N84-34417# Royal Aircraft Establishment, Bedford (England).
USING AN AIRBORNE CO2 CW LASER FOR FREE STREAM
AIRSPEED AND WINDSHEAR MEASUREMENTS

A. A. WOODFIELD and J. M. VAUGHAN (Royal Signals and Radar Establishment, Malvern, England) // AGARD Flight Test Tech. 18 p (SEE N84-34396 24-01) Jul. 1984 refs Avai: NTIS HC A16/MF A01

Applications of a Laser True Airspeed System (LATAS) in flight are described with examples from trials with an exceptionally reliable and rugged system installed on the HS 125 research aircraft. The LATAS system is briefly described, its remote sensing capability makes it particularly useful for measuring airflow conditions before they are disturbed by the aircraft. This is demonstrated with results from flight tests of LATAS as a self contained pressure error measurement system (when combined with total pressure and total temperature measurements), and also results from windshear measurements in a severe thunderstorm downburst (microburst). The possible extension of the system to measure turbulence by using a conical scanning beam is described, and several other possible uses such as an airspeed sensor that can discriminate instantaneously between small amplitude gusts and large disturbances for driving an intelligent autothrottle or a combined 3 axis air data and 3 axis ground velocity sensor for helicopters.

N84-34418# Air Force Western Space and Missile Center, Vandenberg AFB, Calif.

NAVSTAR GPS APPLICATIONS TO TEST AND TRAINING
K. A. GEORGE and J. B. MCCONNELL //n AGARD Flight Test
Tech. 7 p (SEE N84-34396 24-01) Jul. 1984 refs
Avail: NTIS HC A16/MF A01

A fifteen-month study on the uses of the NAVSTAR Global Positioning System (GPS) at the National Ranges operated by the United States Army, Navy, and Air Force for weapon system development, test, and training is summarized. It was conducted by a special triservice committee chartered by the Office of the Undersecretary of Defense for Research and Engineering. The primary objectives were to evaluate GPS application areas, identify and analyze technical issues, and recommend cost and mission effective applications. It was found that GPS technology will have a wide variety of use at the ranges with significant cost advantages and that the technical issues, some of which are quite challenging, do not pose serious obstacles to widespread employment. It will be necessary to design and develop a new family of GPS receiver hardware for range uses since the current generation of receivers does not satisfy the accuracy, data rate and continuity, and size demands of the typical range environment. The study provided the family definitions for GPS range equipment and the basis for a joint service development program under Air Force direction at Eglin AFB, Florida.

N84-34419# Boeing Commercial Airplane Co., Seattle, Wash.
AN EXTENDED REAL-TIME MICROWAVE AIRPLANE POSITION
SYSTEM

P. L. PEREBOOM, J. H. LINCOLN, and R. N. SNOW In AGARD Flight Test Tech. 12 p (SEE N84-34396 24-01) Jul. 1984 Avail: NTIS HC A16/MF A01

A real time Microwave Airplane Position System (MAPS) is currently being used by the Boeing Company for noise certification testing. The system measures ranges and range rates from several ground transponders to an airplane, and computes the airplane position using a Kalman Filter algorithm. Airplane position relative to a fixed Earth coordinate system is available for recording and cockpit display five times per second. Comparisons of position data from MAPS with data from Boeing phototheodolite systems have shown that MAPS accuracy is better than two meters when the airplane is within the design envelope of the ground transponder array. Unfortunately, the minimum practical altitude of a sign envelope is 50 meters, so MAPS cannot be used for takeoff and landing tests. To bridge the gap from the ground to 50 meters altitude, an alternate source of altitude information is required. The problems of obtaining absolute altitude information from other sources have been well documented. This report examines the inclusion of these alternate sources of altitude data in the Kalman Filter used by MAPS. Filter initialization was modified to include the calculation of bias errors found in the other sources derived from the original filter's estimate of airplane location. The measurement matrix was expanded to include the alternate sources

in a manner that places emphasis on the most reliable sources of data with respect to the airplane's location.

B.W.

N84-34420# Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt, Brunswick (West Germany). Inst. füer Flugmechanik.

GENERAL INTEGRATED MULTIPURPOSE INFLIGHT CALIBRATION SYSTEM (GIMICS)

R. GANDERT and R. KARMANN /n AGARD Flight Test Tech. 17 ρ (SEE N84-34396 24-01) Jul. 1984 Avail: NTIS HC A16/MF A01

In 1985 the new Advanced Technology Testing Aircraft System (ATTAS) will be operable at the DFVLR in Braunschweig. Owing to the wide application spectrum of ATTAS and the varied range of users, a flight test instrumentation system having a very high degree of flexibility and testability was required. It was therefore decided that a versatile built in test and calibration system called GIMICS should form an integral part of the ATTAS flight test instrumentation system. GIMICS is an intelligent, computer controlled system having dedicated access to the ATTAS subsystems. The system architecture and application flexibility of GIMICS will be presented.

N84-34421*# National Aeronautics and Space Administration Ames Research Center, Moffett Field, Calif.

THE DEVELOPMENT OF AN AIRBORNE INSTRUMENTATION COMPUTER SYSTEM FOR FLIGHT TEST

G. A. BEVER In AGARD Flight Test Tech. 13 p (SEE N84-34396 24-01) Jul. 1984 refs Previously announced as N84-20521 Prepared in cooperation with NASA. Dryden Flight Research Facility

Avail: NTIS HC A16/MF A01 CSCL 01D

Instrumentation interfacing frequently requires the linking of intelligent systems together, as well as requiring the link itself to be intelligent. The airborne instrumentation computer system (AICS) was developed to address this requirement. Its small size, approximately 254 by 133 by 140 mm (10 by 51/4 by 51/2 in), standard bus, and modular board configuration give it the ability to solve instrumentation interfacing and computation problems without forcing a redesign of the entire unit. This system has been used on the F-15 aircraft digital electronic engine control (DEEC) and its follow on engine model derivative (EMD) project and in an OV-1C Mohawk aircraft stall speed warning system. The AICS is presently undergoing configuration for use on an F-104 pace aircraft and on the advanced fighter technology integration (AFTI) F-111 aircraft.

N85-15664# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

OPERATIONAL LOADS DATA

Loughton, England Aug. 1984 303 p refs in ENGLISH and FRENCH Conf. held in Sienna, Italy, 2-6 Apr. 1984 (AGARD-CP-375; ISBN-92-835-0363-5; AD-A149025) Avail: NTIS HC A14/MF A01

General principles followed in acquiring data on operational loads sustained by NATO aircraft, both fixed and rotary wing, in normal service were examined. Current and developing loads data acquisition programs were compared. The techniques used and data obtained from work on a variety of aircraft types were reported; microprocessor-based systems were seen as providing the essential technology for major advances in this field. Although the main emphasis was on fatigue loads, the acquisition of design loads data was also discussed, together with the validity of current data bases for loads calculations on high-agility designs representative of the next generation of combat aircraft. For individual titles see N85-15665 through N85-15683.

N85-15665# Ministry of Defence, London (England). Materials and Structures Dept.

OPERATIONAL LOADS MEASUREMENT: A PHILOSOPHY AND ITS IMPLEMENTATION

D. M. HOLFORD and J. R. STURGEON /n AGARD Operational Loads Data 22 p (SEE N85-15664 07-01) Aug. 1984 refs
Avail: NTIS HC A14/MF A01

A philosophy of operational data acquisition, for structural objectives, within the general field of in-flight load measurement is reviewed, highlighting the constraints such activities place on the data acquisition system. One such system which can be tailored

to perform a variety of tasks ranging from the collection of time histories of flight parameters or strain gauges to complex fatigue load analyses throughout the airframe is described. The system comprises a digital cassette recorder and a data acquisition unit within which a microprocessor is used for control of data acquisition and in-flight data analysis. System requirements in terms of accuracy, bandwidth and sampling rates are discussed for a range of aircraft types and operating conditions. The various modes of operation of the system are illustrated by examples drawn from operational experience with the system. These demonstrate the capability of the system to produce data suitable for automatic analysis in a variety of operational environments in both fixed and rotary wing aircraft. The examples clearly show the value of studying operational data in terms of fatigue life management, fatigue life monitoring, operational practices and design procedures.

N85-15666# McDonnell Aircraft Co., St. Louis, Mo. Structural Dynamics and Loads Dept.

THE F-15 FLIGHT LOADS TRACKING PROGRAM

J T JOHNSTON, R. E. PINCKERT, and R. A. MELLIERE In AGARD Operational Loads Data 7 p (SEE N85-15664 07-01) Aug. 1984 refs

Avail: NTIS HC A14/MF A01

The F-15 flight loads tracking program is described. The tracking program consists of four phases: (1) data collection; (2) data reduction; (3) fatigue damage analysis; and (4) fleet management. Data collection is accomplished with a multi-channel recorder and a load factor (g) exceedance counter. Twenty percent of the fleet is equipped with the multi-channel recorder and every F-15 has a g exceedance counter installed. After the fleet data have been reduced by the Air Force it is sent to McDonnell Aircraft for conducting fatigue damage analyses. Quarterly Service Aircraft Fatigue Estimate (SAFE) reports inform the Air Force how much fatigue life has been expended on each aircraft. These reports are used for establishing inspections and aid in fleet management of the F-15 Eagles. This mature program, approaching, 1,000,000 flight hours, has been valuaable for solving in-service structural problems, understanding why the problems occurred, developing repairs, and for redesign. Future aircraft design will also benefit from this information.

N85-15667# National Aerospace Lab., Amsterdam (Netherlands)

STRUCTURAL LOAD MEASUREMENTS ON A NORTHROP NF-5A

D. J. SPIEKHOUT In AGARD Operational Loads Data 15 p (SEE N85-15664 07-01) Aug. 1984 Avail: NTIS HC A14/MF A01

Load measurements were carried out on an NF-5A aircraft instrumented with a large number of strain gage bridges in the wing and the tail surfaces. Measurements included: (1) Specific stationary maneuvers: (2) Specific dynamic maneuver conditions, and (3) Complete mission segments typical for RNLAF-operational conditions. Using ground calibration results, recorded strains were converted to sectional loads and with flight parameters like V, H. acc. etc., stored in a structural load data base (15 flights covering 7 configurations and 715 measuring runs). By means of an interactive computer program the data stored in this data base are easily accessible. The results can be presented in tables or in graphical form. The Data Base may be used to evaluate the effect of changes in operational procedures, stores and store configurations on the fatigue load experience in various structural areas. A general description is given of the instrumentation used, the data handling and the flight conditions that wure recorded. The possible use of the data base is illustrated by means of a number of examples.

N85-15668# Naval Air Development Center, Warminster, Pa Airframe Engineering Branch OPERATIONAL LOADS DATA SOURCES AND

A H JOHNSON and M. J DUBBERLY (Naval Air Systems Command) In AGARD Operational Loads Data 20 p (SEE N85-15664 07-01) Aug. 1984 Avail: NTIS HC A14/MF A01

An overview of the Navy's total Aircraft Structural Life Surveillance Program is presented. Current Fatigue Monitoring Program operational achievements and costs are described. The

loads data acquisition systems for the F-14, F-18, A-7, and A-3 aircraft are also described. Future expectations regarding operational features, results, and costs are discussed. Operational loads data from the Tactical Air Combat Training System for air combat training, and the 70 mm film system for landing loads, are also described.

N85-15669# Industrieanlagen-Betriebsgesellschaft m.b.H., Ottobrunn (West Germany).

OPERATIONAL LOADS DATA EVALUATION FOR INDIVIDUAL AIRCRAFT FATIGUE MONITORING

AN SCHUETZ and R. NEUNABER In AGARD Operational Loads Data 23 p (SEE N85-15664 07-01) Aug. 1984 refs Avail: NTIS HC A14/MF A01

The utility of individual aircraft tracking (IAT) as an effective instrument for introducing the necessary maintenance activities which need to be adapted individually to each aircraft is examined. One of the most important activities within the IAT scope is the processing of operational loads data in order to calculate to consumed fatigue life of individual aircraft. The installed operational service load recording systems for military aircraft within the German Air Force include logforms, counting accelerometers and digital flight recorders. Under consideration are sytems for direct measurement of loads and damage. The main activities of individual aircraft tracking include: (1) loads and component data acquisition; (2) damage calculation; (3) calculation of allowable fatigue life; (4) prediction of maintenance actions; (5) derivation of standard load sequences or spectra; (6) cost effectiveness consideration; (7) verification of fatigue load monitoring; and (8) selection of load monitorina systems.

N85-15670# Messerschmitt-Boelkow-Blohm G.m.b.H., Toulouse (France). Airbus Program

STRUCTURAL FLIGHT LOAD MEASUREMENT DEMONSTRATION OF STRUCTURAL INTEGRITY

E. RAUSCHER In AGARD Operational Loads Data 9 p (SEE N85-15664 07-01) Aug. 1984 Avail: NTIS HC A14/MF A01

Structural flight load testing is an important part of the certification of an aircraft. Calibration of strain gauges and bridge selection and evaluation of flight parameters for fatigue and static test problems are described. Procedures presented as an example here were used for flight testing on different types as fighters and military and civilian transport aircrafts. There are several evaluation methods for short and long flight periods to check design loads for static and fatigue criteria. The Maximum Likelihood method is used to investigate aerodynamic coefficients. Counting procedures are used for statistical purposes.

N85-15671# British Aerospace Aircraft Group, Stockport (England). Structures Dept.

ADVANCED FATIGUE MONITORING ON SERVICE AIRCRAFT A. WALKDEN In AGARD Operational Loads Data 16 p (SEE N85-15664 07-01) Aug. 1984 refs Avail. NTIS HC A14/MF A01

An exercise on a Royal Air Force aircraft where typical service data was collected to: (1) define the loading actions which should be included in a full scale wing fatigue test; (2) enable theoretical fatigue lives for wing, tailplane, fin and undercarriage to be calculated; and (3) define which parameters might be measured in a comprehensive fit of advanced fatigue meters so that the life of the main structural components of each aircraft could be accurately measured is described.

N85-15672# British Aerospace Aircraft Group, Preston (England). EXPERIENCES FROM SERVICE FATIGUE OBTAINED MONITORING EXERCISES

A. P. WARD In AGARD Operational Loads Data 16 p (SEE N85-15664 07-01) Aug. 1984 refs Avail: NTIS HC A14/MF A01

Two recent empennage fatigue load monitoring exercises involving the Jaguar and the Jet Provost aircraft are described. In each case digital recording technique were used and rainflow analysis techniques were employed to determine fatigue loading matrices. Problems were encountered in analysing the recorded data and these are enumerated. The more recent assessment of the Jet Provost provided a high rate of data recovery and benefited

01 AERONAUTICS (GENERAL)

from experiences gained from the Jaguar exercise. The conventional method of assessing fin load spectra was found not to provide an adequate safeguard for the later Marks of Jet Provost where significant changes in operating patterns and speeds could not be taken into account adequately by theoretical methods.

N85-15673# Canadair Ltd., Montreal (Quebec). Military Support,

CF-5 VERTICAL STABILIZER FLIGHT LOAD SURVEY N. N. TRONG /n AGARD Operational Loads Data 12 p (SEE N85-15664 07-01) Aug. 1984 refs Avail: NTIS HC A14/MF A01

In order to arrive at a reliable life prediction for the CF-5 vertical stabilizer, a flight load survey was carried out to determine the load spectra. Specific missions were flown with an instrumented aircraft and the resulting load spectra were factored to represent the reported mission profiles for squadron aircraft. Subsequently, it was decided to monitor a percentage of the fleet during routine operation and derive more representative spectra. The results of the flight load survey and the load monitoring program were compared. The effect of the results on fatigue life prediction and damage tolerance analysis is discussed. It is concluded that a short flight test program gives valid results which are useful for immediate use, and that the fleet wide load monitoring program consolidates and verifies the findings.

N85-15674# General Dynamics Corp., Fort Worth, Tex. F-16 Loads and Criteria Dept

F-16 FORCE MANAGEMENT, YESTERDAY, TODAY AND TOMORROW

In AGARD Operational Loads Data 15 p (SEE R L CULP N85-15664 07-01) Aug. 1984 refs Avail: NTIS HC A14/MF A01

United States Air Force regulations specify that a Force Management Program will be established for each aircraft system within its inventory. The approach taken by General Dynamics to fulfill the objectives of the Force Management Program for the F-16 aircraft is discussed. The methodology employed, the current status and the future plans for the F-16 Force Management Program in the areas of operational data acquisition, processing and airframe structural maintenance planning are discussed in

N85-15675# Army Research and Technology Labs., Fort Eustis, Va. Applied Technology Lab. US ARMY HELICOPTER OPERATIONAL FLIGHT LOADS

D. J. MERKLEY and H. K. REDDICK, JR. In AGARD Operational Loads Data 26 p (SEE N85-15664 07-01) Aug. 1984 refs Avail: NTIS HC A14/MF A01

The findings from the Army's helicopter service usage programs and the Operational Loads Survey program are discussed. The development and capability of the Structural Integrity Recording System is described.

N85-15676# Westland Aircraft Ltd., Yeovil (England). HELICOPTER DATA ACQUISITION IN WHL

F. S. GRAINGER /n AGARD Operational Loads Data 17 p (SEE N85-15664 07-01) Aug. 1984 refs Avail: NTIS HC A14/MF A01

An approach to loads monitoring designed to fulfil two requirements is discussed. The first requirement is the elimination, as far as possible, of costly parts being thrown away because of overly conservative assumptions with respect to usage. The second requirement is to assure the assumed safety standards by knowledge of the in-service aircraft utilization. Specific problems appropriate to the helicopter make this task more difficult, but nevertheless the fundamental steps were taken to commence data acquisition. The nature of the task requires considerable aircraft management to ensure that as many role configurations are covered as possible. Since the data is acquired in real time, the acquisition of a statistically significant amount will be spread over the next few years. Nevertheless, early signs indicate that a considerable number of improvements will be accrued from even early data received. This approach also provides the ability to encompass new roles for an in-service aircraft type, in a much more rigorous way than current estimating methods. The methodology should also provide an information database against which to test loading theories (such as random load) and extend statistical scatter knowledge on times.

Messerschmitt-Boelkow-Blohm G.m.b.H., Bremen N85-15677# (West Germany). Load Criteria Section.

EVALUATION OF OPERATIONAL LOADS TO VERIFY

STRUCTURAL DESIGN

H. STRUCK and H. BALKE In AGARD Operational Loads Data 16 p (SEE N85-15664 07-01) Aug. 1984 refs Avail: NTIS HC A14/MF A01

A load evaluation method derived from operational maneuvers and the design requirements applied were presented. The method is based on the hypothesis that all maneuvers trained and flown by the Air Force can be standardized. Relevant parameters that are suitable to describe the maneuver time history with respect to load analysis were chosen. The standardization of maneuver parameters is demonstrated for two fighter aircraft and a few maneuver types. The correlated parameters necessary to derive structural loads, including control surface deflections can be determined, by standardized maneuvers. Operational loads on main structural components are evaluated by application of maneuver model. Extreme operational loads evaluated with the maneuver model and those determined by the design requirements are compared.

N85-15678# Canadair Ltd., Montreal (Quebec).
TUTOR (CL-41A) TAIL FLIGHT LOAD SURVEY

A. PAQUIN and J. SKOTNICKI (National Defence Headquarters) In AGARD Operational Loads Data 15 p (SEE N85-15664 07-01) Aug. 1984 refs Avail: NTIS HC A14/MF A01

An inflight structural failure of the Canadair Tutor aircraft horizontal tail fitting resulted in a flight load survey. An instrumented test aircraft was flown to the extremes of its structural envelope, and strains were recorded at 43 different locations on the rear fuselage and the empennage of the aircraft. The test instrumentation, the calibration performed on the test article, and the resulting formulation of load equations for estimating shear, bending moment and torque at various locations on the rear fuselage, the vertical and the horizontal stabilizer are described. The various missions and maneuvers flown to gather the necessary data and the data acquisition, verification and reduction methods are discussed.

N85-15679# Avions Marcel Dassault, Saint-Cloud (France) AEROELASTIC ANALYSIS AND THE IDENTIFICATION OF FLIGHT LOADS [ANALYSE AEROELASTIQUE IDENTIFICATION DES CHARGES EN VOL]

C. PETIAU and M. DELAVIGNE In AGARD Operational Loads Data 22 p (SEE N85-15664 07-01) Aug. 1984 refs FRENCH

Avail: NTIS HC A14/MF A01

A coupling procedure was developed for static analysis and load calculation in which pressure loads, obtained using aerodynamic theory, are transferred directly onto the finite element model. This sophisticated method singularly complicates the problem of smoothing models of the results of wind tunnel or flight tests. Processes of identification were studied with a view to easily reflecting the results of flight tests in complex aeroelastic models and to review, as rapidly as possible, the calculations justifying the structure and the static loads from ground tests.

Transl. by A.R.H.

N85-15680# British Aerospace Aircraft Group, Preston

(England).
TORNADO: STRUCTURAL USAGE MONITORING SYSTEM (SUMS)

A. P. WARD In AGARD Operational Loads Data 13 p (SEE N85-15664 07-01) Aug. 1984 refs Avail: NTIS HC A14/MF A01

The background for the establishment of the tornado structural usage monitoring system (SUMS) is reviewed. The possible monitoring methods and the decision to opt for two approaches using flight parameters and load calibrated strain gauges are amplified. The calibration and instrumentation requirements are described and the use of SUMS data is discussed.

N85-15681# Advisory Group for Aerospace Research and

Development, Neuilly-Sur-Seine (France).

KEEPING UP WITH OPERATIONAL LOADS IN THE FRENCH
AIR FORCE: DEFINING NEW EQUIPMENT (SUIV) DES
CHARGES EN SERVICE DANS L'ARMEE DE L'AIR FRANCAISE DEFINITION D'UN NOUVEAU MATERIEL)

L. BARANES and J. P. CORNAND In its Operational Loads Data 12 p (SEE N85-15664 07-01) Aug. 1984 Avail: NTIS HC A14/MF A01

To remedy the lacunae of present statistical accelerometers for following the operational loads of French Air Force aircraft a system was developed which offers the possibility of acquiring multiple parameters in association with a better data reduction logic. Topics covered include: (1) following real loads with emphasis on problems posed by using simple accelerocomputers; (2) defining the characteristics of the system developed and experience using the prototype; (3) a description of the series version of the prototype system for studying structural damage (SPEES); and (4) applications envisioned and future development considered for Transl. by A.R.H.

N85-15682# Aeritalia S.p.A., Torino (Italy). Gruppo Velivoli da Combattimento

FLIGHT PARAMETERS RECORDING FOR STRUCTURE **FATIGUE LIFE MONITORING**

F. STAROPOLI In AGARD Operational Loads Data 7 p (SEE N85-15664 07-01) Aug. 1984 refs Avail: NTIS HC A14/MF A01

The Tornado flight parameter recording system and its role in structure fatigue life monitoring are described. The system performs both on-board and on-ground recording and analysis functions. The fatigue analysis block program, data filtering subroutine, and damage calculation subroutine are described. The benefits of the system to fleet life management and safety are discussed.

Aeronautical Systems Div., Wright-Patterson AFB, N85-15683#

Ohio. Force Management Group.

USAF APPROACH TO AIRBORNE STRUCTURAL AIRBORNE RECORDING: DATA **ACQUISITION MULTIFUNCTION SYSTEM (ADAMS)**

R. J. VELDMAN In AGARD Operational Loads Data 3 p (SEE N85-15664 07-01) Aug. 1984 refs Avail: NTIS HC A14/MF A01

Current approaches to structural recording and considerations of future instrumentation systems are presented. The current state of the art of microprocessor technology lends itself to the development of airborne recording systems capable of onboard processing and data compression with solid state data storage Such systems reduce supportability requirements because of increased reliability inherent to solid state electronics while providing processing and self diagnostic capability which were heretofore unachievable. These microprocessor based systems which record structural operational information are designated within the Air Force as the (ADAMS) airborne data acquisition multifunction system.

Advisory Group for Aerospace Research and N85-16731# Development, Neuilly-Sur-Seine (France).

DESIGN FOR TACTICAL AVIONICS MAINTAINABILITY
Loughton, England Oct. 1984 281 p refs in ENGLISH and
FRENCH Conf. held in Brussels, 7-10 May 1984
(AGARD-CP-361; ISBN-92-835-0366-10; AD-A149199) Avail: NTIS HC A13/MF A01

Advanced methods and tools to support design for avionic maintainability and testability are discussed. Both hardware and software design for maintainability issues and approaches are addressed. For individual titles see N85-16732 through N85-16756.

N85-16732# Breguet-Aviation, Saint Cloud (France).
OBJECTIVES IN STUDYING THE MAINTAINABILITY
AIRCRAFT SYSTEMS [OBJECTIFS D'ETUDE DE MAINTENABILITE DES SYSTEMES AVIONNES

In AGARD Design for Tactical Avionics M. COURTOIS Maintainability 10 p (SEE N85-16731 08-01) Oct. 1984 refs

Avail: NTIS HC A13/MF A01

Increased use of electronic equipment in combat aircraft results in an increased cost of avionics and of the total purchase price of aircraft. The maintenance of more numerous, more complex, and more costly electronic systems involves maintenance methods which are themselves both numerous and complex. Given the very important acquisition costs of future systems (supplies and replacements will be limited), the maintenance of electronic systems will be an essential function in assuring the maximum operational availability of aircraft. System costs must be reduced to allow for troubleshooting and the verification of aircraft equipment. Different levels of maintenance are analyzed using solutions developed for the Mirage aircraft. Specifications for the maintainability of all equipment, at all levels of maintenance must be established as a function of system architecture and the tests to be conducted. These specifications must be considered from Transl. by A.R.H. the beginning of prototype equipment study.

N85-16733# Naval Surface Weapons Center, Dahlgren, Va. JOINT SERVICE DESIGN FOR TESTABILITY PROGRAM W. L. KEINER In AGARD Design for Tactical Avionics Maintainability 5 p (SEE N85-16731 08-01) Oct. 1984 refs Avail: NTIS HC A13/MF A01

As electronics become more complex and more critical to weapon system operation, there is an acknowledge that new designs must be somehow constrained to be more easily tested or they may become completely unsupportable. As a result, design for testability is becoming increasingly important to the services. The Joint Logistics Commanders (JLC) Panel on Automatic Testing established a comprehensive program to coordinate the development of testing technology and its management within the military services. One important part of the program deals with the design aspects of the prime equipment which permit weapon systems to be more easily and confidently tested using automatic test resources. A JLC Testability Subpanel was established under the JPLC Panel to provide acquisition support tools and research and development programs in design for testability (DFT).

N85-16734# STTE, Paris (France).

THE EMBEDDED TEST (BIT): IMPACT ON THE TOTAL COST OF POSSESSION | TEST INTEGRE (BIT): IMPACT SUR LE COUT GLOBAL DE POSSESSION

I. M. KERVELLA //n AGARD Design for Tactical Avionics Maintainability 4 p (SEE N85-16731 08-01) Oct. 1984 refs In FRENCH

Avail: NTIS HC A13/MF A01

The application of an embedded (built-in) test to digital systems is analyzed. Technical and operational aspects of such tests are discusserd and their characteristics as experienced by the French Air Force, are described. The total cost of having built-in tests comprises development, purchase, and operational costs. Results show that the cost of acquiring an embedded test is lightly increased, but is sharply diminished with respect to the cost of acquiring the on-line test formerly used. The cost of using the test should be likewise lower. By taking into consideration the observed operational results, the choice of the embedded test is shown to be satisfactory with respect to service rendered and Transl, by A.R.H.

N85-16735# Aeritalia S.p.A., Torino (Italy).
STUDY AND REALISATION OF A 3RD LEVEL MAINTENANCE CENTER BASED ON ATE SYSTEMS UTILIZATION

F. BOZZOLA /n AGARD Design for Tactical Avionics Maintainability 7 p (SEE N85-16731 08-01) Oct. 1984 Avail: NTIS HC A13/MF A01

The development of the actual working program for the realisation of a 3rd level maintenance center for the avionics electronics modules of the MRCA Tornado aircraft is discussed. Starting from the initial requirement and from the primary goals of

the program, and going through the different study and data

01 AERONAUTICS (GENERAL)

collection phases, the adopted general criteria for the definition of the technical characteristics and quantities of the automatic test equipment to be used are described taking into account the testability problems shown by the different electronic boards to be maintained; problems connected with the boards available documentation are also measured. All the problems related to the management, installation, programming, interfacing, expandability and flexibility of the adopted automatic test equipment are discussed. In addition, using the actual maintenance problems faced during the activity development as a starting point, some general maintainability criteria that can be taken into account for similar future programs are outlined. Author

N85-16736# Ferranti Ltd., Edinburgh (Scotland). Product Support

A PRACTICAL EXAMPLE OF REDUCING LIFE CYCLE COSTS AND INCREASED AVAILABILITY

R. P. F. LAUDER In AGARD Design for Tactical Avionics Maintainability 11 p (SEE N85-16731 08-01) Oct. 1984 refs Avail: NTIS HC A13/MF A01

The principles underlying effective operational availability are explored and quantified. It is shown that although large sums of money are expended on producing reliable components, these are vitiated if the end equipment is not exposed to a reliability growth program, because only 10% of the calculated mean time between failures (MTBF) will be realised in practice. It is claimed that costs can be reduced by using common commercial components without loss of MTBF provided it is followed by a reliability growth program. A practical example is given of the expensive and time consuming steps which have to be taken in resucing a low MTBF radar, and increasing its availability. The steps and the methodology leading to them are described and the results shown.

N85-16737# STTE, Paris (France).

ATE USER'S VIEW ON DESIGN FOR MAINTAINABILITY

J. M. G. B. MASCARENHAS /n AGARD Design for Tactical

Avionics Maintainability 16 p (SEE N85-16731 08-01) Oct. 1984

Avail: NTIS HC A13/MF A01

The main features of the Automatic Test Equipment (ATE) that PoAF is using are described. The hardware and software capabilities and limitations are emphasized. Techniques available for test program generation and validation are examined. Views on board design for maintainability (particularly with TE) are

N85-16738# Dowty Electronics Ltd., London (England). Controls

EXPERIENCE OF ONE UK ELECTRONIC EQUIPMENT SUPPLIER WITH BITE ON ENGINE/FLIGHT CONTROL SYSTEMS OVER THE PAST TEN YEARS

R. DEGAYE In AGARD Design for Tactical Avionics Maintainability 18 p (SEE N85-16731 08-01) Oct. 1984 refs Avail: NTIS HC A13/MF A01

Early analogue electronic controllers for gas turbine control and A/C flight control applications were complex and poorly understood by A/C maintenance personnel - they were relatively easy to remove from their installation compared with the surrounding hydro-mechanical components. Both of these factors led to high unconfirmed detect rates, since these electronic black boxes were usually the first to be blamed for system problems. There was a clear need for some kind of built in fault identification system. The history of Dowty electronics involvement in BITE over the last ten years is traced. The techniques used, successes and failures, and customer reactions are described. A range of civil and military, analogue and digital applications are discussed and four civil applications described in detail.

Messerschmitt-Boelkow-Blohm G.m.b.H., Munich N85-16739# (West Germany).

BUILT-IN-TEST FOR FIRST LINE TESTING
W. R. H. BEHM In AGARD Design for Tactical Avionics
Maintainability 7 p (SEE N85-16731 08-01) Oct. 1984 Avail: NTIS HC A13/MF A01

Built-In-Test requirements were established more than a decade ago to give the maintenance personnel at flight line a help for diagnosis tasks. The prospect of new technology offered automatic,

quick, accurate, effective and easy interpretable GO/NOGO facilities. Typical design goals were: (1) Detection and location of defects down to LRU level with 80% probability and a 90% confidence level at minimum time, and (2) Defective LRUs shall automatically be identified on a Central Maintenance Panel. Whereas the general line of requirements were followed through, some problems occured, which influenced the final results. These problems are briefly: (1) false alarm probability is higher than was expected; (2) BIT capabilities are less than specified; and (3) BIT is not totally independent of operators interpretation. On the basis of experience gathered during the development of BIT these problems and their reasons were analyzed.

NRS-16740# National Aerospace Lab., Amsterdam (Netherlands) FUNCTIONAL BUILT-IN-TEST IN A PIPELINED IMAGE **PROCESSOR**

H. A. VANINGENSCHENAU, A. PLEIJSIER, and A. MONKEL AGARD Design for Tactical Avionics Maintainability 8 p (SEE N85-16731 08-01) Oct. 1984

Avail: NTIS HC A13/MF A01 A method for built-in-test (BIT) is described which is applied to the test of function modules of a pipeline image processor. The built-in-test is used as a support tool during the early stages of development and for integration and maintenance. The test method takes advantage of the microprocessors used to interface and control the processor modules. Test programs are inserted in the microprocessor software to test the image processor functionally with a similar data and control flow as in real-time operation. The result is a number of test picture which can be interpreted in relation to the programmed functions of the image processing. Use is made of the 2-dimensional image formats to check the performance of the unit at one glance for several functions and parameter values. Author

N85-16741# Edinburgh Univ. (Scotland). Dept. of Electrical Engineering.

BUILT-IN TEST AND SELF REPAIR MECHANISMS IN A DIGITAL CORRELATOR INTEGRATED CIRCUIT

W. S. BLACKLEY, M. A. JACK, and J. R. JORDAN In AGARD Design for Tactical Avionics Maintainability 10 p (SEE N85-16731 08-01) Oct. 1984 refs Avail: NTIS HC A13/MF A01

A Very Large Scale Integration digital correlator architecture which incorporates built-in self test and self repair mechanisms is described. The architecture offers testability and reliability, and the overhead for the test and repair circuitry is only one latch and two multiplexers per correlator stage. The correlator was fabricated on a 5-micron n metal oxide semiconductor process and results from the first batch of processed chips are reported.

N85-16742# Institut de Mathematiques Appliquees de Grenoble (France).

DESIGN OF SELF-CHECKING N-MOS (H-MOS) INTEGRATED

M. NICOLAIDIS and B. COURTOIS In AGARD Design for Tactical Avionics Maintainability 20 p (SEE N85-16731 08-01) Oct. 1984

Avail: NTIS HC A13/MF A01

The design of self-checking N metal oxide semiconductor circuits is discussed. Two types of test are planned for the use of these circuits: on-line testing to detect failures during the function run of software; and off-line testing, with an emphasis on detection and localization for maintainability. The design of these circuits is based on transistor level fault hypotheses. The design of a functional part, the design of a checker, and procedures/design rules for a design for maintainability are addressed.

N85-16743# AEG-Telefunken, Ulm (West Germany).
MAINTAINABILITY: AN ILS EFFORT TO MANIPULATE LCC M. BOEHM in AGARD Design for Tactical Avionics Maintainability 15 ρ (SEE N85-16731 08-01) Oct. 1984 refs Avail: NTIS HC A13/MF A01

The concept of maintainability is discussed. The importance of maintainability in controling the life cycle costs of avionics and radar equipment is evaluated.

N85-16744# Toronto Univ. (Ontario).

THE PRODUCTION OF MAINTAINABLE, TRUSTWORTHY, AND PORTABLE SOFTWARE

E. S. LEE and R. C. HOLT In AGARD Design for Tactical Avionics Maintainability 10 p (SEE N85-16731 08-01) Oct. 1984

Avail: NTIS HC A13/MF A01

A method for writing computer programs in a way that promotes their maintainability, their trustworthiness, and their portability is discussed. Sound software engineering practice will produce a design which solves the right program. A fundamental decision affecting maintainability, trustworthiness, and portability is the choice of programming language and compiler. Trustworthiness is a direct result of our approach to maintainability. The language concurrent Euclid, which incorporates features to support maintainability, trustworthiness, and portability, is introduced and discussed. Several relevant properties of the Concurrent Euclid compiler are described. The technique of compiler construction used for the Concurrent Euclid compilers ensures ease of portability, with consequent extension to the practical lifetime of the program.

N85-16745# LITEF, Freiburg (West Germany).
DOCUMENTATION AND SEPARATE TEST DOCUMENTATION AND PROGRAM IMPORTANT DEVELOPMENT IS MOST TEST/MAINTENANCE

B. GUSMANN and N. SANDNER In AGARD Design for Tactical Avionics Maintainability 11 p (SEE N85-16731 08-01) Oct. 1984

Avail: NTIS HC A13/MF A01

Well defined development phases with standardized documentations supported by computer based tools are important for test and maintenance. Systems for transport aircraft and military applications are discussed. Documentation is stressed throughout the life cycle and the independent testing.

Pacific Missile Test Center, Point Mugu, Calif. N85-16746#

Electronic Warfare Computer Resources Div.

EFFECTIVE LIFE CYCLE SOFTWARE SUPPORT: A STUDY IN DISCIPLINE AND VERSATILITY

G. H. SMITH In AGARD Design for Tactical Avionics Maintainability 7 p (SEE N85-16731 08-01) Oct. 1984 Avail: NTIS HC A13/MF A01

An effective life cycle software support capability that has evolved from emphasis being placed on a disciplined management process and a versatile set of laboratory facilities is characterized. The evolution of the capability described is still in progress. Much is yet to be accomplished in several areas. It is still very difficult to gain information in the early stages of the development cycle of a software system. Information that would enhance supportability and reduce eventual software support costs is elusive. Many of the configuration and data management functions are far too labor intensive. Great strides are possible in the automation and integration of data and documentation. As system complexities are certain to continually increase, so will the challenge to improve the approach to maintainability of the new generations of

N85-16747# Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany).

EXPERIENCE IN USING ON-AIRCRAFT SOFTWARE FOR TESTING INTEGRATED SYSTEMS
K. NUMBERGER In AGARD Design for Tactical Avionics

Maintainability 20 p (SEE N85-16731 08-01) Oct. 1984 refs Avail: NTIS HC A13/MF A01

A need exists for test software capable of monitoring complex avionic systems during flight and delivering the collected information immediately after the mission for debriefing and maintenance, and testing complex avionic system with respect to correct functioning and integration status. It is very important that during the test run easy switching between the operational program without reloading is possible. The following feature of the co-resident program have proved the most useful input data display, in-flight moniter, and extended individual equipment/system tests. The highest priority is therefore given to optimizing the co-resident software, especially the Advanced Ground Test Facility (AGTR), while the priority for the External Ground Test Program (EGTP) refinement was downgraded.

N85-16748# California Univ., Irvine. Dept. of Information and Computer Science

SOFTWARE TESTING IN AN ADA PROGRAMMING ENVIRONMENT

R. N. TAYLOR In AGARD Design for Tactical Avionics Maintainability 12 p (SEE N85-16731 08-01) Oct. 1984 refs Avail: NTIS HC A13/MF A01

A variety of techniques for aiding in the software analysis and techniq process have appeared over the years. Recently new eanniques were developed which specifically aid in the check out of concurrent programs. These developments are considered here with an eye towards their integrated incorporation in an Ada programming support environment (APSE). Particular attention is paid to the problem of debugging concurrent software which is developed on a host machine but tested on a separate target machine. Three programming environments which illustrate some important environment design principles are described. An APSE which embodies these principles and which incorporates the new analysis and testing technologies needs to be developed.

N85-16749# International Business Machines Corp., Research Triangle Park, N.C.

INVESTIGATING VERSION DEPENDENCE FAULT-TOLERANT SOFTWARE

R. K. SCOTT, J. W. GAULT (ARO, Research Triangle Park, N.C.), F. MCALLISTER (North Carolina State Univ., Raleigh), and J. WIGGS (North Carolina State Univ., Raleigh) In AGARD Design for Tactical Avionics Maintainability 11 p (SEE N85-16731 08-01) Oct. 1984 refs.

Avail: NTIS HC A13/MF A01

The results are reported of an experiment conducted to validate the ability of several fault tolerant software reliability models to accurately predict system reliability. It was demonstrated that the dependent form of the model for the recovery block could predict reliability. The independent model failed to predict reliability due to version dependence. This dependence appeared to be due to the difficulty factor and not due to algorithmic dependence as might be expected. The recovery block does provide reliability gain over a single version of a program. It was demonstrated that the consensus recovery block approach to software fault tolerance was superior to the N version programming approach.

N85-16750# Dowty Electronics Ltd., London (England). Controls

THE EFFECT ON SOFTWARE DESIGN OF TESTING BY SYMBOLIC EXECUTION

D. A. RUTHERFORD and F. LAM In AGARD Design for Tactical Avionics Maintainability 5 p (SEE N85-16731 08-01) Oct. 1984 Avail: NTIS HC A13/MF A01

Some special characteristics of real time software are addressed. The cost impact on applying symbolic execution is discussed. The results obtained in a symbolic test are more comprehensive as the conditions that lead to a particular path being executed are recorded as well as the final contents of variables. A symbolic value can represent a class of numeric values. This offers the advantages of time saving in test data preparation. In the extreme, test specifications can be eliminated completely which means that the maintenance cost for the associated text document is eliminated also. An unquantifiable advantage is that symbolic execution gives the programmer more insight into the working of the module under test and thus helps to check the specification of the routine. The test captures the philosophies behind both black and white box testing.

N85-16751# LABEN Space Instrumentation and Systems, Milan

RELIABLE SOFTWARE DESIGN FOR AVIONICS AND SPACE **APPLICATIONS**

P. DONZELLI and G. GIANNINI In AGARD Design for Tactical Avionics Maintainability 11 p (SEE N85-16731 08-01) Oct. 1984

Avail: NTIS HC A13/MF A01

The fundamental quality requirements of space software are the reliability and testability of software products. Only a structured methodology of software design can satisfy these pecularities producing software modules with low coupling and high strength. The production of software with these features becomes more

complex when the work environment of software is a real time one. The first step toward the creation of reliable software is the introduction of a structured software design methodology properly devoted to real time applicatures. The software design methodology developed by LABEN to produce software for real time systems for space applications is discussed.

N85-16752# Naval Electronic Systems Command, Washington,

A WEAPON SYSTEM DESIGN APPROACH TO DIAGNOSTICS G. W. NEUMANN (Giordano Associates, Inc., Arlington, Va.) and M. BATTAGLIA In AGARD Design for Tactical Avionics Maintainability 6 p (SEE N85-16731 08-01) Oct. 1984 refs Avail: NTIS HC A13/MF A01

Providing a diagnostics capability for today's weapon systems requires a multifaceted combination of hardware, software, and personnel. The approach to providing this capability is fractionated among a number of different communities (e.g., testing, training, human engineering, publication writers). The result is reflected in the field, where the technician has been furnished a myriad of tools and documentation, which is confusing, complex and often contradictory. The result is lengthy repair times and a waste of manpower and dollars. The basic reason for this diagnostic deficiency is the lack of an integrated design approach to providing this capability and the inability to transition technological advancements to weapon systems acquisitions. Recent Department of Defense and U.S. industry efforts to solve this problem are discussed.

N85-16753# Research Triangle Inst., Research Triangle Park, N.C.

HARDWARE/SOFTWARE CODESIGN FOR MAINTAINABLE SYSTEMS

G. A. FRANK In AGARD Design for Tactical Avionics Maintainability 6 p (SEE N85-16731 08-01) Oct. 1984 refs Avail: NTIS HC A13/MF A01

The codesign of software/hardware which can improve the maintainability of military systems is discussed. The following methods are outlined: (1) support of the design verification process to make it more complete and less costly; (2) reduction of the cost of a system modification by providing accurate, machine readable documentation of the system design; and (3) support of the detection, isolation, and correction of faults on both software and hardware. Development of techniques for software/hardware codesign of high performance signal processors is examined. The methodology is based on the representation of both software and hardware as directed graphs. The system of computer aided design (CAD) tool that support this methodology is the architecture design and assessment system (ADA). The system has two types of components: graph processing modules, which can be applied to any graph, and interfaces to specialized tools, which operate on specific kinds of graphs. The graph processing tools include an interactive graphics editor, a library manager, a Petri net analysis tool, and a Petri net simulator. The interfaces include an HDL interface, and Ada interface, and a reliability tool interface.

E.A.K.

N85-16754# Duisburg Univ. (West Germany). Dept. of Electrical Engineering.

DATA STIMULATED ON-LINE-CHECKING (IROLD)

M. TRAUTWEIN In AGARD Design for Tactical Avionics Maintainability 9 p (SEE N85-16731 08-01) Oct. 1984 refs Avail: NTIS HC A13/MF A01

Concurrent monitoring of the main parts microprogrammable microprocessor presented is implementation of suitable coding on addresses and operands. To check transfer and storage of information and the modification of information, i.e., arithmetical and logical operations, inverse residue code (IR-code) is chosen. Error modes, IR coding theory, the hardware realization considering the microcontrol unit (MCU) and the micro-CPU (MCPU) are discussed. The overhead of hardware and processing time will be compared to a simple MP configuration without check modules.

N85-16755# McDonnell Aircraft Co., St. Louis, Mo.
AVIONICS FAULT TREE ANALYSIS AND ARTIFICAL
INTELLIGENCE FOR FUTURE AIRCRAFT MAINTENANCE
M. E. HARRIS and T. D. SNODGRASS // AGARD Design for
Tactical Avionics Maintainability 12 p (SEE N85-16731 08-01)
Oct. 1984 refs
Avail: NTIS HC A13/MF A01

The avionics fault tree analyzer (AFTA) was developed as an interim support tool for the Navy prior to attainment of total organic support capability, and as an alternate method of support to reduce life cycle/cost for F/A-18 foreign military sales. With the transformation of the AFTA concept from ground support equipment to avionics, a quantitative improvement in life cycle costs will be obtained through the application of artificial intelligence (AT) techniques. The AI is expected to see applications to practical problems in many disciplines; and one of which is the implementation of military fault diagnostic systems. A smart BIT was developed which will reduce false alarms, identify intermittent failures, and improve fault isolation to the lowest possible element by Al technique. Increasing density of computer memory, modularly designed avionic functions and the use of very large scale, and high speed integrated devices will allow future aircraft to fly with the AFTA function. Ramifications such as eliminating the need for intermediate avionic repair facilities, increased aircraft operational readiness, decrease in aircraft recurring costs, and a reduction in spares investment are discussed. The AFTA concept, life cycle cost advantages, and the implementation of artificial intelligence in future avionic designs relative to improved reliability and maintainability are summarized.

N85-16756# LABEN Space Instrumentation and Systems, Milan (Italy).

AUTOMATIC ERROR DETECTION AND RECOVERY TECHNIQUES IN ONBOARD INTELLIGENT UNITS FOR SPACE

AND AVIONIC APPLICATION

R. RANIERI and R. REDAELLI In AGARD Design for Tactical Avionics Maintainability, A c. (SEE NRS 18731 08.01). Oct 1984

R. RANIEHI and R. REDAELLI /n AGARD Design for Tactical Avionics Maintainability 4 ρ (SEE N85-16731 08-01) Oct. 1984 Avail: NTIS HC A13/MF A01

The introduction of the microprocessors onboard spacecrafts has given a powerful tool to the system designers but has on the other hand created a lot of problems to the reliability engineers. The fault tolerance of intelligent units are characterized and the most useful design tools that are available are described. Some hints on their implementation as a result of several years of experience with spaceborne microprocessor based units are presented.

N85-16771# Advisory Group for Aerospace Research and Development, Neutly-Sur-Seine (France).

IMPROVEMENT OF AERODYNAMIC PERFORMANCE THROUGH BOUNDARY LAYER CONTROL AND HIGH LIFT SYSTEMS Loughton (England) Aug. 1984 423 p refs In ENGLISH and FRENCH Conf. held in Brussels, 21-23 May 1984 (AGARD-CP-365; ISBN-92-835-0358-9; AD-A147396) Avail: NTIS HC A18/MF A01

Theoretical and experimental developments are reported in the use of both traditional and non-traditional means of boundary layer control for external flow applications such as lift-augmentation, drag reduction and improved effectiveness of controls, and for internal flow applications such as air intakes and exit configurations. Techniques included shaping (geometry) suction and blowing transverse blowing; vortex generators; heating and cooling; and turbulent boundary layer manipulation. Boundary layer control on characteristics of wings and wing-body arrangements that involve flaps, slats and jets (blown flaps), and vortex flaps is covered. For individual titles see N85-16772 through N85-16796.

N85-16772# British Aerospace Aircraft Group, Weybridge (England).
RECENT PROGRESS OF DEVELOPMENT AND UNDERSTANDING OF HIGH LIFT SYSTEMS

D. J. BUTTER In AGARD Improvement of Aerodynamic Performance Through Boundary Layer Control and High Lift Systems 26 p (SEE N85-16771 08-01) Aug. 1984 refs Avail: NTIS HC A18/MF A01

The mechanical high lift device as it is used for transport type aircraft is discussed. Current design approaches are reviewed along with progress on both the development of high lift device design

and on the understanding of the related flow physics. Likely future developments and the fundamental research required to achieve them are also addressed.

N85-16773# Royal Aircraft Establishment, Farnborough (England). Aerodynamics Dept.

INVESTIGATIONS INTO THE EFFECTS OF SCALE AND COMPRESSIBILITY ON LIFT AND DRAG IN THE RAE 5M PRESSURIZED LOW-SPEED WIND TUNNEL S. P. FIDDES, D. A. KIRBY, D. S. WOODWARD, and D. H.

PECKHAM In AGARD Improvement of Aerodynamic Performance Through Boundary Layer Control and High Lift Systems (SEE N85-16771 08-01) Aug. 1984 refs Avail: NTIS HC A18/MF A01

Results obtained from experiments in the RAE 5m low speed pressurized wind tunnel are presented. The tunnel is capable of operation over a range of pressures (from one to three atmospheres) so that the effects of Mach and Reynolds number may be separated. This decoupling of scale and compressibility effects makes possible reliable extrapolation of test results to full-scale conditions (where this is necessary) as well as giving greater insight into the underlying flow mechanisms. The large size of the tunnel, combined with pressurization to three atmospheres, enabled some tests, on small combat/trainer aircraft and on bomb-like stores, to be carried out at full scale. Three facets of the work of the 5m tunnel are described: work aimed at predicting or improving the high lift performance of specific aircraft; work of a more fundamental nature concerned particularly with the optimization of high-lift devices on generalized research models: and work on the drag of stores carried externally on combat aircraft.

N85-16774# National Aerospace Lab., Amsterdam RECENT ADVANCES IN COMPUTATIONAL METHODS TO SOLVE THE HIGH-LIFT MULTI-COMPONENT AIRFOIL

PROBLEM B. OSKAM, D. J. LAAN, and D. F. VOLKERS D. USAMM, D. J. LAAN, and D. F. VOLKERS //n AGARD Improvement of Aerodynamic Performance Through Boundary Layer Control and High Lift Systems 31 p (SEE N85-16771 08-01) Aug. 1984 refs

Avail: NTIS HC A18/MF A01

Recent advances made in the analysis of viscous flow over high-lift multi component airfoil configurations are described. The calculation of viscous wakes subjected to large adverse pressure gradients is considered. The local supersonic flow over the slat of a high-lift configuration, with a free stream Mach number of around 0.2, is also addressed. Development of a computational method for turbulent wakes in adverse pressure gradient, including strong inviscid-viscous interaction, has improved the understanding of such phenomena as the off-the-surface pressure recovery capability of viscous wakes. The example of a wing with double-slotted flap shows that the wake, flowing into a region of higher pressure. may play a critical role that has not been recognized before. Results of the transonic panel method, solving the full potential equation. and the experimental data both show high local velocities reaching Mach numbers up to 1.6 at a free stream Mach number of 0.225.

N85-16775# Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

DETAILED STUDY OF THE FLOW AROUND A MULTI-ELEMENT

AIRFOIL. COMPARISON WITH CALCULATIONS (ETUDE DETAILLEE DE L'ECOULEMENT AUTOUR D'UN PROFIL HYPERSUSTENTE COMPARISONS AVEC LES CALCULS)

B. PORCHERON and J. J. THIBERT In AGARD Improvement of Aerodynamic Performance Through Boundary Layer Control and High Lift Systems 7 p (SEE N85-16771 08-01) Aug. 1984 refs In FRENCH; ENGLISH summary Avail: NTIS HC A18/MF A01

Results are discussed for studies using a theoretical method for computing the viscous incompressible flow around multi-element airfoils as well as an experimental study of the flow around such configurations. The velocity profiles and the turbulence measurements around a multi-element airfoil clearly show the interaction between boundary-layer and wakes even when these are not merging and they have been used to draw accurate maps of the flow. The computing method of the flow around these configurations is based upon a panel method (both sources and vortices) for the inviscid part of the flow and a method providing calculation and coupling for boundary layers and wakes, under strong viscous interaction conditions. This method has given quite good results even when there are several simultaneous separated flow regions. The comparisons between computation and experiment described underline the necessity of improving the computing method in the region located above the flap.

N85-16776# Manchester Univ. (England). Dept. of the Mechanics

INVISCID COMPRESSIBLE FLOW PAST A MULTI-ELEMENT **AEROFOIL**

I. M. HALL and A. SUDDHOO In AGARD Improvement of Aerodynamic Performance Through Boundary Layer Control and 15 p (SEE N85-16771 08-01) Aug. 1984 High Lift Systems

Avail: NTIS HC A18/MF A01

A conformal transformation method is used to generate an orthogonal curvilinear grid for two and three-element airfoil configurations. The compressible potential flow equations are solved by finite difference methods. The solution could serve as a starting point for an iterative solution of the full viscous compressible flow case.

N85-16777# National Aerospace Lab., Amsterdam (Netherlands) DESIGN OF AN AIRFOIL LEADING EDGE SLAT USING AN INVERSE AERODYNAMIC CALCULATION METHOD

J. A. VANEGMOND and B. VANDENBERG In AGARD Improvement of Aerodynamic Performance Through Boundary Layer Control and High Lift Systems 11 p (SEE N85-16771 08-01) Aug. 1984 refs Avail: NTIS HC A18/MF A01

In order to evaluate the applicability of the design system MAD (multi-element airfoil design), a design study was performed for a two-dimensional wing with leading edge slat. The problem is representative for that of a transport airplane operating out of high altitude airfields requiring a high lift-to-drag ratio at takeoff. A two-dimensional high life configuration tested earlier in a low speed wind tunnel was selected as the starting configuration. The design system MAD is described briefly. The actual leading edge slat design is given. The new slat-wing configuration as tested in a wind tunnel and some of the test results are presented together with results of the baseline configuration.

N85-16778# Southampton Univ. (England).
MODELLING CIRCULATION CONTROL BY BLOWING

M. M. SOLIMAN, R. V. SMITH, and Y. I. C. CHEESEMAN AGARD Improvement of Aerodynamic Performance Through Boundary Layer Control and High Lift Systems 7 p (SEE N85-16771 08-01) Aug. 1984 refs Avail: NTIS HC A18/MF A01

A theoretical representation of circulation control based on discrete vortex modelling techniques is described. The application of discrete vortex modelling to the prediction of circulation control is initially momentum, due to viscous and entrainment effects was represented in the moulet by decaying the strength of each vortex as it flows downstream from the slot. The model's application was extended to predict the effect of circulation control on other shapes of airfoil. The application of the model to an elliptic section is included as an example of any airfoil section that can be represented in a potential flow. The model has had considerable success in predicting the lift produced from such bodies due to the jet, but information about the drag requires additional modelling of the surface boundary layer. A similar technique was used to represent the boundary layer by discrete vortices and doublets. The model's prediction was compared with the experimental data of an unblown circular cylinder.

N85-16779# Naples Univ. (Italy).
TURBULENT BUBBLES BEHIND AIRFOILS AND WINGS AT
HIGH ANGLE OF ATTACK

V. LOSITO and G. TORELLA In AGARD Improvement of Aerodynamic Performance Through Boundary Layer Control and High Lift Systems 13 p (SEE N85-16771 08-01) Aug. 1984 refs

Avail: NTIS HC A18/MF A01

More accurate inviscid and viscous flow models are needed for simulating the main features of the turbulent bubbles in the near wakes behind airfoils at high angles of attack. Descriptions of these flows are not sufficiently detailed to allow accurate modelling for the recirculating flow regions. Numerical and wind tunnel experiments are required to ensure convergence criteria and wake closure conditions at different Reynolds numbers. A simple relation was found which correlates the airfoils viscous lift loss with the location of the upper surface separation point and lift predicted in full attached flow conditions. This simple two-dimensional model was extended to three-dimensional wing flows with embedded turbulent bubbles after a set of wind tunnel experiments and oil-flow visualizations. A fast and efficient method is given for predicting spanwise load distribution and C sub L max for finite unswept wings.

N85-16780# Boeing Military Airplane Development, Seattle, Wash.

AERODYNAMIC ISSUES IN THE DESIGN OF HIGH-LIFT SYSTEMS FOR TRANSPORT AIRCRAFT

B. DILLNER, F. W. MAY, and J. H. MCMASTERS In AGARD Improvement of Aerodynamic Performance Through Boundary Layer Control and High Lift Systems 22p (SEE N85-16771 08-01) Aug. 1984 refs

Avail: NTIS HC A18/MF A01

The design of the high lift system has a profound effect on the sizing and total performance of transport aircraft, both civil and military. The fundamentals of high lift system design are reviewed along with the phenomena that govern their performance. The computational methods available to the high lift designer, with examples of their validity, are presented. New developments in flow diagnostic techniques are reviewed. Examples of several Boeing high lift design efforts are given. Emphasis is placed on the use of computational aerodynamic methods and the synergistic effect of using those methods in parallel with testing. A list of todays ten most important issues in high lift aerodynamics is presented.

N85-16781# De Havilland Aircraft Co. of Canada Ltd., Downsview (Ontario).

AN UPDATE OF THE CANADA/USA AUGMENTOR-WING PROJECT

D. C. WHITTLEY In AGARD Improvement of Aerodynamic Performance Through Boundary Layer Control and High Lift Systems 8 p (SEE N85-16771 08-01) Aug. 1984 refs Avail: NTIS HC A18/MF A01

Following extensive tests of a half scale model in the NASA. Ames 40' x 80' wind tunnel, a minimum cost flight demonstrator was built based on the de Havilland Buffalo airframe. Following completion of the NASA thals in 1980, work has continued in Canada covering four main areas of interest using the augmenter wing powered lift concept: (1) additional flight trials on the technology demonstrator aircraft; (2) propulsion system development; (3) experimental investigation of a new compound supercritical airfoil; and (4) project definition studies.

N85-16782# Lockheed-Georgia Co., Marietta. Advanced Flight Sciences.

AIRCRAFT DRAG REDUCTION TECHNOLOGY

A. S. W. THOMAS In AGARD Improvement of Aerodynamic Performance Through Boundary Layer Convol and high Lift Systems 20p (SEE N85-16771 08-01) Aug. 1981 refs
Avail: NTIS HC A18/MF A01

The current techniques of aircraft viscous drag reduction and some of the more recent developments that have taken place in this technology are reviewed. The various sources and relative contributions of aircraft drag are described including skin friction drag, pressure drag, interference drag and lift induced drag. The physical processes that lead to these drag contributions are emphasized and methods of reducing the impact of these drag

sources are discussed. It is shown how innovative and optimized aircraft configurations can lead to drag benefits.

N85-16783# Office National d'Etudes at de Recherches Aerospatiales, Toulouse (France).

APPLICATION OF TWO AND THREE-DIMENSIONAL CRITERIA FOR CALCULATING TRANSITIONS AND BOUNDARY LAYERS OVER SWEPT WINGS

D. ARNAL and E. COUSTOLS In AGARD Improvement of Aerodynamic Performance Through Boundary Layer Control and High Lift Systems 19 p (SEE N85-16771 08-01) Aug. 1984 refs In FRENCH; ENGLISH summary Avail: NTIS HC A18/MF A01

The possible origins of turbulence on an infinite swept wing are examined. A method for calculating the beginning of transition, and the transition region itself, is suggested for the three dimensional flow. The influence of sweep angle on transition and on drag coefficient of the airfoil and the efficiency of wall suction are discussed.

E.A.K.

 $\begin{tabular}{lll} \textbf{N85-16784}\# & \textbf{Messerschmitt-Boelkow-Blohm} & \textbf{G.m.b.H.}, & \textbf{Munich} \\ \textbf{(West Germany)}. & \end{tabular}$

THEORETICAL STUDY OF BOUNDARY-LAYER CONTROL

E. H. HIRSCHEL In AGARD Improvement of Aerodynamic Performance Through Boundary Layer Control and High Lift Systems 11p (SEE N85-16771 08-01) Aug. 1984 refs Avail: NTIS HC A18/MF A01

The inviscid flow past the upswept rear part of a fuselage is directed beneath the fuselage. This leads to an accumulation of boundary layer material at the lower side of the fuselage which might be prone to separation. The cross sections of the rear end of a typical transport airplane fuselage were modified from the original circles to rounded triangles, in this way shifting downward the centers of gravity of the cross sections. The side view contour. the width of the fuselage and the volume remain unchanged. Three different configurations without wing and tail unit were studied, the original and two modified ones. The inviscid flow was computed with the MBB panel method, the boundary layer development with the integral method of Cousteix and Aupoix for three dimensional turbulent, compressible flow. It is shown that less boundary layer material is transported under the rear part of the fuselage in the modified cases. The tendency of the skin friction lines to converge is reduced. The whole flow pattern at the base is improved. In the frame of boundary layer theory, however, no statement can be made about possible pressure drag reductions. An improvement of the elevator performance appears to be probable. The study shows that the upsweep of the fuselage is the main factor in the boundary layer development. The addition of the wing and the tail unit will only modify the picture. E.A.K.

N85-16785# Bochum Univ. (West Germany).

DRAG REDUCTION DUE TO BOUNDARY-LAYER CONTROL BY
COMBINED BLOWING AND SUCTION

J. WIEDEMANN and K. GERSTEN In AGARD Improvement of Aerodynamic Performance Through Boundary Layer Control and High Lift Systems 10p (SEE N85-16771 08-01) Aug. 1984 rafe

Avail: NTIS HC A18/MF A01

The boundary control system of combined blowing and suction was investigated. Blowing is applied in the front part of the body where the pressure gradient is favorable, whereas suction is applied in the rear part of the body where adverse pressure gradients exist. To avoid the sink drag the volume rate of suction should be equal or smaller than the blowing volume rate. Theoretical investigations of laminar flows include optimization of the blowing velocity distribution and second order boundary layer effects such as pressure drag and displacement effects on friction drag. Experimental results of turbulent boundary layers with very strong blowing velocities near the stagnation point of a circular cylinder are used as a basis of a simple prediction method. Experiments on a circular cylinder show considerable drag reductions due to the combined blowing and suction boundary layer control system.

N85-16786# Technische Hogeschool, Delft (Netherlands). Dept.

of Aerospace Engineering.
DESIGN STUDIES OF THICK LAMINAR FLOW AIRFOILS FOR LOW SPEED FLIGHT EMPLOYING TURBULENT BOUNDARY LAYER SUCTION OVER THE REAR PART

J. L. VANINGEN, J. J. H. BLOM, and J. H. GOEI In AGARD Improvement of Aerodynamic Performance Through Boundary Layer Control and High Lift Systems 19 p (SEE N85-16771 08-01) Aug. 1984 refs Avail: NTIS HC A18/MF A01

Computational tools, used to analyze and design airfoils for low speed flight (prediction of potential flow pressure distributions, laminar boundary layer flows, transition prediction using the e(n) method and Head's entrainment method for the calculation of turbulent boundary layers are described. These tools are used to design pressure distributions and corresponding airfoil shape producing long runs of natural laminar flow. Inevitably this results in airfoils with the maximum thickness far backwards, eventually leading to separation of the turbulent boundary layer over the rear part of the airfoil. This turbulent boundary layer separation is prevented by selecting a proper pressure distribution over the rear part and/or suction of the turbulent boundary layer through slots or distributed perforations. Design charts are presented which help to select the required pressure distributions for laminar and turbulent flow.

N85-16787°# National Aeronautics and Space Administration.

Langley Research Center, Hampton, Va.
TECHNOLOGY DEVELOPMENTS FOR LAMINAR BOUNDARY
LAYER CONTROL ON SUBSONIC TRANSPORT AIRCRAFT

R. D. WAGNER, D. V. MADDALON, and M. C. FISCHER AGARD Improvement of Aerodynamic Performance Through Boundary Layer Control and High Lift Systems 13 p (SEE N85-16771 08-01) Aug. 1984 refs Previously announced in IAA as A84-33137

Avail: NTIS HC A18/MF A01 CSCL 01A

The development of laminar flow technology for commercial transport aircraft is discussed and illustrated in a review of studies undertaken in the NASA Aircraft Energy Efficiency (ACEE) program since 1976. The early history of laminar flow control (LFC) techniques and natural laminar flow (NLF) airfoil designs is traced, and the aims of ACEE are outlined. The application of slotted structures, composites, and electron beam perforated metals in supercritical LFC airfoils, wing panels, and leading edge systems is examined; wind tunnel and flight test results are summarized: studies of high altitude ice effects are described; and hybrid (LFC/NLF designs are characterized. Drawings and photographs are provided.

National Aeronautics and Space Administration. Langley Research Center, Hampton, Va.

TURBULENT DRAG REDUCTION RESEARCH

D. M. BUSHNELL, J. B. ANDERS, M. J. WALSH, and R. V. MCINVILLE (North Carolina State Univ.) In AGARD Improvement of Aerodynamic Performance Through Boundary Layer Control and High Lift Systems 13 p (SEE N85-16771 08-01) Aug. 1984 refs

Avail: NTIS HC A18/MF A01 CSCL 01A

Research in the area of turbulent drag reduction for attached flows is summarized. The most promising passive techniques utilize non-planar geometry. Of particular interest is the suitability of these devices for retrofit of existing vehicles. Five methods for reducing turbulent skin friction drag on bodies/fuselages are discussed. They are: (1) large-eddy breakup devices; (2) riblets; (3) slot injection optimization; (4) control of Emmons spot generation; and (5) relaminarization through massive suction. Except for the Emmons spot work these methods all indicate the possibility of sizable net reductions in skin friction for laboratory conditions.

N85-16789*# National Aeronautics and Space Administration. Langley Research Center, Hampton, Va.

ON THE RELAXATION OF A TURBULENT BOUNDARY LAYER AFTER AN ENCOUNTER WITH A FORWARD FACING STEP D. I. A. POLL and R. D. WATSON (Cranfield Inst. of Tech., Bedford, England) In AGARD Improvement of Aerodynamic Performance Through Boundary Layer Control and High Lift Systems 10 p (SEE N85-16771 08-01) Aug. 1984 refs Avail: NTIS HC A18/MF A01 CSCL 01A

An experiment was performed in a low speed wind-tunnel to determine the mean flow relaxation characteristics for a zero pressure gradient turbulent boundary layer which encounters a small forward facing step. Of primary interest is the behavior of the local wall shear stress downstream of the step. This was determined by the use of a series of buried hot-wire gauges. The mean velocity profiles downstream of the step were measured using a traversing Pitot tube and these have indicated that a step produces very marked changes in the distribution for both the inner and outer regions of the flow. The results shed new light upon the variation of wall shear stress downstream of a severe perturbation and also indicate that the use of Preston tube or Clauser chart methods for the determination of wall shear may lead to very large errors. As a consistency check on the data, estimates of the step drag based upon force-momentum conservation considerations were compared with previously published drag balance measurements. The agreement between the data sets is very good.

N85-16790*# Aeronautical Research Inst. of Sweden, Bromma FULL SCALE EXPERIMENTS INTO THE USE OF LARGE EDDY BREAKUP DEVICES FOR DRAG REDUCTION ON AIRCRAFT

A. BERTELRUD In AGARD Improvement of Aerodynamic Performance Through Boundary Layer Control and High Lift Systems 16 p (SEE N85-16771 08-01) Aug. 1984 refs Avail: NTIS HC A18/MF A01

An experimental investigation in flight was performed to explore the feasibility of using LEBU (Large-Eddy-Breakup) devices to reduce the drag of aircraft. Two geometrical shapes of ribbons were used, and the development of local skin friction was monitored downstream. The aircraft was a swept-wing attack aircraft, and the flights covered the entire subsonic regime from M=0.92 down to stall conditions; flight altitudes were 1, 4.5, 7 and 10 km to explore various combinations of angle of attack, Mach - and Revnolds numbers. Some information was obtained concerning the turbulence characteristics downstream, and a discussion of the downstream amplification due to the drag at the device is also presented.

N85-16791# Technische Hogeschool, Delft (Netherlands).
PNEUMATIC TURBULATORS: A DEVICE FOR DRAG
REDUCTION AT REYNOLDS NUMBERS BELOW 5 MILLION
K. H. HORSTMANN, A. QUAST, and L. M. M. BOERMANS //
AGARD Improvement of Aerodynamic Performance Through
Boundary Layer Control and High Lift Systems 19 p (SEE
N85-16771 08-01) Aug. 1984 refs
Avail: NTIS HC A18/MF A01

At Reynolds numbers below 5 million, airfoils are affected by laminar separation bubbles which in many cases considerably increase the drag. By blowing air from a row of orifices at the beginning of the laminar separation bubble, the bubble can be prevented and the drag can be reduced substantially. This device is called a pneumatic turbulator. Free-stream total pressure is sufficient to provide the turbulator bleed air. The additional drag caused by the bleed air and the air jets is negligible. The low drag Reynolds number range of laminar airfoils can be extended by using pneumatic turbulators.

N85-16792# Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

SHOCK/TURBULENT BOUNDARY LAYER INTERACTION AND ITS CONTROL

J. DELFRY In AGARD Improvement of Aerodynamic Performance Through Boundary Layer Control and High Lift Systems (SEE N85-16771 08-01) Aug. 1984 refs In FRENCH; ENGLISH SUMMAN

Avail: NTIS HC A18/ MF A01

Some fundamental properties of the interaction between shock waves and boundary layers are considered for the basic

01 AERONAUTICS (GENERAL)

configuration. The following features are examined: upstream interaction length, incipient shock-induced separation and the evolution of the boundary-layer main characteristics. Both transonic and supersonic flows are considered. The most investigated means for controlling shock/boundary-layer interaction are presented, with emphasis on the physical description of the flow phenomena involved in this process. Briefly speaking, control methods can be classified into two categories: those acting on the boundary-layer properties before interaction with the shock (e.g., wall cooling, wall mass transfer, upstream blowing), and those having a local action in the shock foot region (suction or injection, boundary-layer removal). The most appropriate technique depends in fact on the specific application under consideration. Finally, some calculation methods are briefly presented. Most of them are restricted to laminar interactions.

N85-16793# Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

INTEREST OF INTERNAL BLEED FOR A TWO-DIMENSIONAL AIR INTAKE OPERATING IN A WIDE MACH NUMBER RANGE (1.8-3 PLUS)

G. LARUELLE, C. SANS, and R. LEFEBVRE (Societe National Industrielle Aerospatiale, Chatillon, France) in AGARD Improvement of Aerodynamic Performance Through Boundary Layer Control and High Lift Systems 10 p (SEE N85-16771 08-01) Aug. 1984 refs in FRENCH; ENGLISH summary Avail: NTIS HC A18/MF A01

From a two-dimensional air intake with an internal bleed and optimized for approximately Mach number 2, a new configuration is sought allowing still good performance up to Mach number 3 plus, but with the minimum of movable parts. The main geometrical parameters are: the slope of the external compression ramp; the internal section law of the diffuser; and the inlet section of the internal bleed. The internal bleed and the advantage of a variable geometry are discussed, as well as the model which was built at large scale and its equipment; motorizations, measurement devices. and internal visualizations. The tests were performed in a supersonic wind tunnel. A movie shows shadowgraphs of the flow in the air intake geometrical throat, where the internal bleed is located, for several configuration changes (external ramp or diffuser wall rotations, increases of Mach number or angle of attack), and variable internal obstruction. Some results obtained with this air-intake model are explained. The choice of two configurations allowing correct performance in the studied Mach number range. by optimization of the internal bleed geometry, is commented on.

N85-16794# Centre d'Etudes Aerodynamiques et Thermiques. Poitiers (France).

OBLIQUE SHOCK WAVE-TURBULENT BOUNDARY LAYER INTERACTION ON A POROUS WALL WITH SUCTION INTERACTION ONDE DE CHOC OBLIQUE: COUCHE LIMITE TURBULENTE SUR PAROI POREUSE AVEC ASPIRATION)

D. B. LEE and R. LEBLANC In AGARD Improvement of Aerodynamic Performance Through Boundary Layer Control and High Lift Systems 11 p (SEE N85-16771 08-01) Aug. 1984 refs In FRENCH

Avail: NTIS HC A18/MF A01

The interaction of an oblique shock wave with a turbulent boundary layer subjected to two rates of suction was analyzed theoretically and experimentally. The general equations were solved using a finite different method. The approach is direct and used a prescribed pressure gradient. Cebeci and Smith's algebraic turbulence model is completed by taking into account mass transfer. First comparisons with the experiment at M = 1.43, for a boundary layer of a smooth wall without interaction, shows that it is necessary to simulate roughness upstream of the suction zone, for a correctly adapted blowing. Three cases of oblique shock waves interactions created by a deviation of 3 deg at M = 1.43 with the turbulent boundary layer of the wall are studied. The experimental methods describe the interaction region, differing according to whether the wall is solid or porous and according to the suction rate. The evolution of the subsonic layer is more destabilized by the roughness which is influenced by moderate suction. It is concluded that both mass transfer and roughness must be considered together to study a coupling which considers the vertical pressure gradient. Transl. by A.R.H.

N85-16795# Messerschmitt-Boelkow-Blohm G.m.b.H., Bremen (West Germany).

ACTIVE AND PASSIVE SHOCK/BOUNDARY LAYER INTERACTION CONTROL ON SUPERCRITICAL AIRFOILS

P. THIEDE, P. KROGMANN (Deutsch Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Goettingen, West Germany), and E. STANEWSKY (Deutsch Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Goettingen, West Germany) In AGARD Improvement of Aerodynamic Performance Through Boundary Layer Control and High Lift Systems 13 p (SEE N85-16771 08-01) Aug. 1984 refs

Experimental investigations aiming at the improvement in the off-design performance of supercritical airfoils by active or passive control of the shock/boundary layer interaction (SBLI) through boundary layer suction in the shock region or ventilation respectively are presented. The experiments were carried out in a transonic wind tunnel using an advanced supercritical airfoil designed to have a largely fixed shock position at off-design conditions. The basic model was equipped with an exchangeable control device within the shock region of allow measurements with either surface clean, suction through a single slot, double slot or perforated strip, or ventilation through a double slot or perforated strip. The effectiveness of the different SBLI control methods is evaluated from surface pressure distribution, wake and boundary layer measurements, and Schlieren observations, it is shown that local boundary layer suction in the shock region mainly delays the shock-induced separation to greater shock strength and stabilizes the shock in its rearward position up to higher incidence, resulting in substantial improvements in the airfoil characteristics at off-design conditions. Without any suction a favorable passive effect is observed by boundary layer ventilation on the double slot and perforated strip configurations with a plenum underneath. A weakening of the shock wave results, offering a large potential for off-design drag reductions.

N85-16796# West Virginia Univ., Morgantown.
TRANSONIC SHOCK INTERACTION WITH A
TANGENTIALLY-INJECTED TURBULENT BOUNDARY LAYER
G. R. INGER In AGARD Improvement of Aerodynamic
Performance Through Boundary Layer Control and High Lift
Systems 10 p (SEE N85-16771 08-01) Aug. 1984 refs
Avail. NTIS HC A18/MF A01

A non-asymptotic triple deck theory of transonic shock/turbulent boundary layer interaction is described which takes into account the influence of upstream tangential injection on a curved wall. In addition to Reynolds number and the shock strength, the theory is parameterized by arbitrary values of the incoming boundary layer shape factor, wall jet maximum velocity ratio, and the nondimensional height of this ratio; results of a comprehensive parametric study are then presented. It is shown that the wall jet effects significantly reduce both the streamwise scale and displacement thickening of the interaction zone. While increasing the upstream and downstream skin friction levels, these effects also reduce the minimum interactive skin friction and thus actually hasten the onset of incipient separation at the shock foot.

Author

N85-16797# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

HELICOPTER GUÍDANCE AND CONTROL SYSTEMS FOR BATTLEFIELD SUPFORT

Loughton, England Aug. 1984 284 p refs in ENGLISH and FRENCH Conf. held in Monterey, Calif., 8-11 May 1984 (AGARD-CP-359; ISBN-92-835-0365-1; AD-A149970) Avail: NTIS HC A13/MF A01

Requirements and operational use of future helicopters; new methods of briefing helicopter crews and tactically setting up the mission systems before and during the flight, flight control, displays, communications, and navigation; sensors and weapon systems integration in overall cockpit design; and simulation and flight research are discussed. For individual titles see N85-16798 through N85-16821.

N85-16798# Aerospace Engineering Test Establishment, Cold Lake (Alberta).

OPERATIONAL REQUIREMENTS VERSUS TECHNOLOGICAL CAPABILITIES

S. COYLE In AGARD Helicopter Guidance and Control Systems for Battlefield Support 9 p (SEE N85-16797 08-01) Aug. 1984 refs

Avail: NTIS HC A13/MF A01

The lessons learned in the wartime use of helicopters, and the impact that modern technology can have on what have become common themes are discussed. Lessons learned, the constraints on helicopter operations, and the requirements of the battlefield helicopter are integrated to show where technology would better serve the operators. Performance monitoring, handling qualitites and radio communications examples are presented, and a brief outline of how existing technology could be used to update an existing helicopter is made.

Author

N85-16799# Ferranti Ltd., Edinburgh (Scotland) Navigation Systems Dept.
AUTOMATIC BRIEFING AND MISSION MANAGEMENT

SYSTEMS FOR BATTLEFIELD SUPPORT
C. G. W. ROADS In AGARD Helicopter Guidance and Control
Systems for Battlefield Support 6 p (SEE N85-16797 08-01) Aug.

Avail: NTIS HC A13/MF A01

Mission planning and briefing systems were used for almost a decade to make the best use of advanced avionics fitted to high performance fixed-wing aircraft. As similar equipment is fitted to helicopters to enable them to perform on the battlefield the need for mission briefing systems will become apparent. How such a system might be used in the context of a hypothetical future operation is described and in doing so seeks to highlight some of the technical problems which will be encountered in developing and fielding such equipment. The interaction of the databases which could be exploited by such system are considered, and whether the equipment in service today is developing towards the future systems described.

B.G.

N85-16800# Anacapa Sciences, Inc., Santa Barbara, Calif. A COMPUTER-GENERATED TOPOGRAPHIC DISPLAY SYSTEM FOR NAVIGATION AND MISSION PLANNING IN HELICOPTERS

S. P. ROGERS In AGARD Helicopter Guidance and Control Systems for Battlefield Support 11 p (SEE N85-16797 08-01) Aug. 1984 refs

Avail: NTIS HC A13/MF A01

The Integrated Mission-Planning Station (IMPS) computer-generated topographic display system. The IMPS will provide not only a greatly enhanced navigation capability, but also a combination of dramatic improvements in cartographic support, map information content, and aviator-map interactions. The powerful computational capability of the IMPS can be used to present a shaded relief map, to display areas masked from visual or radar observation, to construct perspective views of key terrain, to support a self-contained terrain correlation navigation system. and to permit rapid solutions to problems of previously forbidding complexity. The tasks conducted to provide detailed human factors engineering specifications for the construction and programming are described. The outcome of these efforts is described in terms of an overview of system components and functions. Each of the major functions of the IMPS system is discussed, and the operational requirements, present deficiencies, and IMPS capabilities are identified. Author

N85-16801# Thomson-CSF, Issy les Moulineaux (France) MAP DISPLAY FOR HELICOPTERS

P CHOLLE In AGARD Helicopter Guidance and Control Systems for Battlefield Support 16 p (SEE N85-16797 08-01) Aug. 1984 refs. In ENGLISH and FRENCH Avail: NTIS HC A13/MF A01

Modern combat helicopters have to be adapted to a context of constantly increasing crew work load. The electronic map display is a way to greatly reduce navigation 11sks. Present position of the aircraft is continuously provided and allows for very fast navigation up-dating. North-up and Track-up modes are also possible. A continuous zoom is used to enlarge some details. A joystick is used to manually move the map for visualization of

other zones. Different maps scales are available. If the helicopter's display system is powerful enough it is also possible to create an interactive console giving the crew the ability to memorize data on the map before the mission and in real time during the flight.

Aumo

N85-16802# Department of National Defence, Ottawa (Ontario). DEVELOPMENT OF A HELICOPTER INTEGRATED NAVIGATION SYSTEM

D. F. LIANG, W. R. CLUBINE, L. C. VALLOT (Honeywell Systems and Research Center, Minneapolis, Minn.), and J. K. MAHESH (Honeywell Systems and Research Center, Minneapolis, Minn.) In AGARD Helicopter Guidance and Control Systems for Battlefield Support. 19 p. (SEE N85-16797.08-01). Aug. 1984. refs. Avail: NTIS HC A13/MF A01.

The Canadian Department of National Defence has initiated a project to develop and test a helicopter integrated navigation system (HINS) that is capable of satisfying all the operational requirements of shipborne, antisubmarine warfare helicopters. The HINS mission requirements, development plan and its basic hardware and software configurations are discussed. The integrated system is expected to bring forth vital benefits in mission reliability, operational efficiency and navigation accuracy. Additional benefits are in terms of the size, weight, height and cost, etc. In the current phase of this work, extensive simulation software packages have been generated to accurately represent the operational characteristics of various off-the-shelf candidate subsystems. An Integrated System Evaluation Program has been developed which takes into account the various characteristics of the navigation subsystems and the mission requirements to systematically evaluate a sequence of candidate configurations.

N85-16803# Standard Elektrik Lorenz A.G., Stuttgart (West Germany).

HIGH ACCURACY DOPPLER NAVIGATION EMPLOYING OPTIMUM INTEGRATED POSITION FIX INFORMATION

H. HUG In AGARD Helicopter Guidance and Control Systems for Battlefield Support 8 p (SEE N85-16797 08-01) Aug 1984 refs

Avail: NTIS HC A13/MF A01

The basic accuracy limitations of today's Doppler navigation systems are mainly caused by sensor errors and calibration errors. The navigation error of a typical Doppler system equipped with a magnetic compass is therefore about 1 % to 2 % of the distance travelled. The presented approach for improved accuracy is based on the usually applied method of position fixing to reset the error at specific waypoints. The measured errors are used as an input to a Kalman Filter which estimates various error parameters and continuously compensates for the actual navigation error. Details of the implemented Kalman Filter algorithm are given. Simulation results based on computer generated synthetic flight data and recorded real flight data are presented.

N85-16804# Navai Air Development Center, Warminster, Pa. STANDARD ATTITUDE HEADING REFERENCE SYSTEM (SAHRS) FULL SCALE DEVELOPMENT PROGRAM

K L. BACHMAN In AGARD Helicopter Guidance and Control Systems for Battlefield Support 12 p (SEE N85-16797 08-01) Aug. 1984 refs

Avail: NTIS HC A13/MF A01

There is a recognized need within the military services for reliable, low cost-of-ownership Attitude Heading Reference Systems (AHRS) capable of operating for extended periods without the need for calibration or regularly scheduled maintenance. In recognition of this need, the military services have embarked upon a joint service full scale engineering development program to provide a Standard Attitude Heading Reference System (SAHRS) utilizing strapdown technology for a multiplicity of rotary and fixed wing platforms. System design concepts, and performance characteristics are described. Procurement and schedules are also discussed.

01 AERONAUTICS (GENERAL)

N85-16805# Racal Avionics Ltd., New Malden (England).
INTEGRATED CONTROL AND DISPLAY SYSTEMS
HELICOPTER BATTLEFIELD MISSION MANAGEMENT

M. A. RICHARDSON In AGARD Helicopter Guidance and Control Systems for Battlefield Support 7 p (SEE N65-16797 08-01) Aug. 1984

Avail: NTIS HC A13/MF A01

The avionics requirements of an integrated crew station for battlefield helicopters are discussed. An example of the approach taken to equip a multi-role light attack helicopter is provided.

N85-16806# Societe de Fabrication d'Instruments de Mesure, Massy (France).

A DIGITAL PILOTING SYSTEM FOR THE COMBAT HELICOPTER (SYSTEME NUMERIQUE DE PILOTAGE POUR HELICOPTERE DE COMBATI

J. C. DERRIEN In AGARD Helicopter Guidance and Control Systems for Battlefield Support 13 p (SEE N85-16797 08-01) Aug. 1984 refs in FRENCH Avail: NTIS HC A13/MF A01

For several years, SFIM has specialized in the development of digital systems for piloting the helicopter A sophisticated environment for simulation for the design of future systems has been created and used in recent years for the design and adjustment of systems for complete in-flight evaluation on several types of helicopters. General methods for the design and integration of such systems, the PAN 1 digital piloting system coupled to the 26SH strap-down attitude unit, and an HCL coupling system for hovering which is itself, connected to the VENUS pointing system are discussed. The system being developed at SFIM which was completely adapted for the combat helicopter is examined.

Transl. by A.R.H.

N85-16807# Elmer, Rome (Italy).
TACTICAL HF COMMUNICATION FOR MILITARY HELICOPTERS USING THE NVIS MODE

G. PUCCETTI and P. L. COMO. In AGARD. Helicopter Guidance and Control Systems for Battlefield Support 9 p (SEE N85-16797 08-01) Aug. 1984 refs Avail: NTIS HC A13/MF A01

The use of loop antennas for tactical HF communications on board of military helicopters was investigated. The helo platform is considered for land or maritime scenarios. The experiments on the SH-3D helicopter compared the loop antennas and existing wire antennas. Groundwave radiated field at different azimuth angles were measured for the two antenna types, particularly at the lower end of the frequency range where the difference in the antenna geometry is more significant. A consistent better performance of the loop over the wire, typically a 16 dB to 8 dB improvement is indicated. Skywave propagation tests at different distances and altitude of the helicopter were conducted. It is found that the performance of the loop antenna is superior to the wire It is concluded that the loop antenna is an ideal radiator for use onboard aircraft and helicopters because of its dimensions. increased efficiency, and radiation characteristics. E.A.K

N85-16808# Messerschmitt-Boelkow-Blohm, G.m.b.H., Munich (West Germany)

EVALUATION OF NOSE, ROOF, AND MAST MOUNTED SENSOR PLATFORMS FOR PILOTING AND SIGHTING, INTEGRATED IN **FUTURE COMBAT HELICOPTERS**

H. D. V. BOEHM and R. D. V. RETH In AGARD Helicopter Guidance and Control Systems for Battlefield Support 16 p (SEE N85-16797 08-01) Aug. 1984 refs Avail: NTIS HC A13/MF A01

The piloting and sighting tasks under day, night and adverse weather conditions for a combat helicopter are different. For sighting the helicopter needs a well adapted sensor package, which may consist of a high performance FLIR, a direct view glass optic. a TV-channel and a tracker with a boresighting module. For the piloting task it is possible to use a complex sensor system including a helmet mounted sight and display (HMS/D) and/or night vision goggles (NVG). Different aspects of nose-, roof-, and mast-mounted sights (NMS, RMS, NMS) for a gunner and present and future weapon systems are discussed. Advanced electro-optical systems with a high performance telescope, allowing an increased combat range are considered. An advanced multisensor approach where

the more conventional systems are supplemented or partially replaced by a multimode imaging radar is examined. The sensor for piloting can be integrated with the sighting system or located in a position remote from the sight. The pilot needs a dedicated display in the form of either a head-down display (HDD) or a helmet mounted display (HMD). A superimposed symbology adapted to the phase of the mission e.g., cruise, transition or hover, is required in either case.

N85-16809# Crouzet Aerospace and Systems, Valence (France)

RECENT METHODS FOR CALIBRATING THE ANEMOMETRY OF HELICOPTERS AT LOW SPEEDS (NOVELLES METHODES D'ETALONNAGE DE L'ANEMOMETRIE DES HELICOPTERES AUX BASSES VITESSES

J. MANDLE In AGARD Helicopter Guidance and Control Systems for Battlefield Support 12 p (SEE N85-16797 08-01) Aug. 1984 refs in FRENCH

Avail: NTIS HC A13/MF A01

Improvements made by Crouzet to make classic methods of calibrating anemometry compatible with the flight domain of helicopters are discussed as well as proposed new material. The limitations of the classic methods are examined, the improvements defined, and equipment installed for these new methods at the Transl. by A.R.H. Brittany Flight Test Center are described.

N85-16810# AEG-Telefunken, Ulm (West Germany) LPI-RADAR FOR HELICOPTER OBSTACLE WARNING

H. MEINEL, H. G. WIPPICH, B. REMBOLD, and W. F. X. FRANK In AGARD Helicopter Guidance and Control Systems for Battlefield Support 7 p (SEE N85-16797 08-01) Aug. 1984 refs Avail: NTIS HC A13/MF A01

Employing the frequency range of maximum atmospheric attenuation around 60 GHz, a short range obstacle warning radar for helicopters was developed which can be operated under low probability of intercept conditions. Test flights with this noncoherent solid state radar showed that power cables as well as tail trees can be detected, even under adverse weather conditions. System considerations and test results are described. RJE

N85-16811# Westland Helicopters Ltd., Yeovil (England) THE DESIGN AND DEVELOPMENT OF AN INTEGRATED CORE SYSTEM FOR BATTLEFIELD HELICOPTERS

S. D. ROY and P. L. SHILLITO In AGARD Helicopter Guidance and Control Systems for Battlefield Support 10 p (SEE N85-16797 08-01) Aug. 1984 refs Avail: NTIS HC A13/MF A01

Integrated control systems for Lynx and Westland combat helicopters are discussed. Navigation, communications, and weapons systems integration is addressed, as well as an

architecture which not only enables the crew to manage and control the systems and aircraft on the battlefield, but provides a means of extending the performance of the total system-crew, avionics,

N85-16812# Army Avionics Research and Development Activity. Fort Monmouth, N. J.

EVOLUTION TOWARD A MULTI-BUS ARCHITECTURE FOR ARMY HELICOPTER AVIONIC SYSTEMS

J. A. DASARO In AGARD Helicopter Guidance and Control Systems for Battlefield Support 7 p (SEE N85-16797 08-01) Aug.

Avail: NTIS HC A13/MF A01

An attempt to arrive at an architecture which fits the avionics technology available today and that which will be available in the near future is described. Current efforts to implement this technology in the U.S. Army Avionics Laboratory are using currently available microprocessors configured as a multiprocessor and an available Ada compiler. A procurement strategy evolved in parallel with this architecture that uses form, fit, function specifications and interface control documents so as not to restrict future procurements to today's technology. Certainly much work remains to be accomplished to evolve the concept presented here; however. it is fully expected that over the next several years, enough experience should be gained to achieve an architecture that should meet the needs for the demanding helicopter missions of the N85-16813# Bell Helicopter Co., Fort Worth, Tex. INTEGRATION OF SENSOR HELICOPTER COCKPIT DESIGN FUSION IN ADVANCED

G. L. COHILL, D. D. STROTHER, and H. B. HENDERSON (Texas Instruments, Dallas, Tex.) In AGARD Helicopter Guidance and Control Systems for Battlefield Support 9 p (SEE N85-16797 08-01) Aug. 1984 Avail: NTIS HC A13/MF A01

Effective operation and survival in the battlefield of the future can impose great demands on helicopter weapon systems and the crews who manage them. Among these are: time to detect and respond to threats and targets, ability to integrate many types of sensor data and assess the intelligence portrayed by these sensors; and requirements for highly trained systems management personnel who can process highly technical information while operating in the very demanding NOE environment. Helicopter cockpit designs for the future and how crew performance can be improved are discussed and subsystems are addressed which can improve human performance. Sensor fusion systems, related misconceptions and their proposed use are highlighted. It is shown that the fused system is more reliable, less costly, lighter, and has more performance potential. System fusion provides a way to unload the harried system operator and assure mission success at a cost/performance ratio that decreases proportionally with overall system complexity.

N85-16814*# National Aeronautics and Space Administration Ames Research Center, Moffett Field, Calif.

A REVIEW OF US ARMY AIRCREW-AIRCRAFT INTEGRATION RESEARCH PROGRAMS

D. L. KEY and E. W. AIKEN In AGARD Helicopter Guidance and Control Systems for Battlefield Support 15 p (SEE N85-16797 08-01) Aug. 1984 refs

Avail: NTIS HC A13/MF A01 CSCL 01C

The desire of the Army for a one crew helicopter that can perform the scout and attack role is forcing the integration of handling qualities and mission management disciplines and concerns. Some recent studies and results in these disciplines are reviewed. The need for a more unified approach to support new helicopter development is described along with a plan to develop fundamental principles needed for efficient man machine interface design. RSE

N85-16815# Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany).

ADVANCED FLIGHT SIMULATION FOR HELICOPTER DEVELOPMENT

H. HUBER, H. J. DAHL, and A. INGLSPERGER In AGARD Helicopter Guidance and Control Systems for Battlefield Support 14 p (SEE N85-16797 08-01) Aug 1984 refs Avail: NTIS HC A13/MF A01

A simulation capability for both fixed wing and rotary wing aircraft has been developed. The fixed based simulator consists of interchangeable cockpit stations, a computer generated imagery (CGI) visual system, both coupled with the math model simulation computer. Specific integration rigs for avionics, flight controls, and weapon systems can be operated with the simulator. The simulation system is described including cockpit/interface hardware, visual display system, and mathematical modeling. The simulation validity is demonstrated by the verification of the mathematical model and by pilot judgments. Typical simulation tasks for future military applications are discussed. It is concluded that the existing simulator provides a valid tool for helicopter system development. RSE

Centre d'Electronique de l'Armement, Bruz N85-16816# (France)

A SIMULATOR FOR STUDYING HELICOPTER WEAPONS SYSTEMS (UN SIMULATEUR D'ETUDES DE SYSTEMS D'ARMES HELICOPTERE)

M. HUON In AGARD Helicopter Guidance and Control Systems for Battlefield Support 12 p (SEE N85-16797 08-01) Aug. 1984 refs in FRENCH

Avail: NTIS HC A13/MF A01

A simulator designed to study air to air missile and cannon fire against a helicopter is described. The pilot station is fixed and located in a sphere which serves as a screen on which a TITUS tube projects a synthetic image of the landscape defined by 10,000

facets (SOGITEC G I 10,000 processor). The field is covered from 80 degrees around and is completed by horizon projection. A 250 faceted projector generates the target. A transparent, symbolic sighting tube is projected on the sphere by a power tube. The pilot uses a helmet mounted display. The marksman's apparatus is offset and involves a main sighting tube with presentation of a G I 10,000 image and weapons control. Vibration seats are provided. Ambient noise is supplied by a programmable noise generator. The complete simulator is operated from a test direction station

N85-16817# National Aeronautics and Space Administration. Ames Research Center, Moffett Field, Calif.

ASSESSMENT OF SIMULATION **FIDELITY** MEASUREMENTS OF PILOTING TECHNIQUE IN FLIGHT

W. F. CLEMENT (Systems Technology, Inc., Mountain View, Calif.), W. B. CLEVELAND, and D. L. KEY In AGARD Helicopter Guidance and Control Systems for Battlefield Support 12 p (SEE N85-16797 08-01) Aug. 1984 refs Avail. NTIS HC A13/MF A01 CSCL 14B

The U.S. Army and NASA joined together on a project to conduct a systematic investigation and validation of a ground based piloted simulation of the Army/Sikorsky UH-60A helicopter. Flight testing was an integral part of the validation effort. Nap-of-the-Earth (NOE) piloting tasks which were investigated included the bob-up, the hover turn, the dash/quickstop, the sidestep, the dolphin, and the slalom. Results from the simulation indicate that the pilot's NOE task performance in the simulator is noticeably and quantifiably degraded when compared with the task performance results generated in flight test. The results of the flight test and ground based simulation experiments support a unique rationale for the assessment of simulation fidelity: flight simulation fidelity should be judged quantitatively by measuring pilot's control strategy and technique as induced by the simulator. A quantitative comparison is offered between the piloting technique observed in a flight simulator and that observed in flight test for the same tasks performed by the same pilots.

N85-16818# Messerschmitt-Boelkow-Blohm G.m.b.H. Munich (West Germary).

FLIGHT TESTS WITH A NEW HELICOPTER FORCE FEEL

R D. VONRETH, H. KOENIG, and G. TURCK Helicopter Guidance and Control Systems for Battlefield Support 11 p (SEE N85-16797 08-01) Aug. 1984 refs Avail. NTIS HC A13/MF A01

An artificial force feel system for the control of the pitch and roll axes of a Bo 105 helicopter was studied. Goals of the program were to investigate if the use of such an artificial force feel system for the helicopter control would increase flight safety, allow a more precise control of a flight path, increase stability, and reduce pilot workload. An experimental flight worthy system using the electro-hydraulic actuators for the pitch and roll axis respectively was implemented in the flying simulator Bo 105-53. A number of different force control laws were derived and flight tested. Although some contributions to the total control force were rated very differently by the various test pilots (e.g., contributions from the normal acceleration), as a general trend very favorable ratings were obtained. Two examples of these favorable ratings for highly dynamic maneuvers (slalom and dolphin) are an improved stability of the trim state and an improved flight path control in general.

N85-16819# Rome Univ. (Italy).
HELICOPTER ACTIVE CONTROL WITH ROTOR BLADES RELAXATION

A. DANESI and A. DÁNESI In AGARD Helicopter Guidance and Control Systems for Battlefield Support 17 p (SEE N85-16797 08-01) Aug 1984 refs Avail: NTIS HC A13/MF A01

An active modal control for high performance combat helicopters in forward flight is presented. A gust alleviation control (G.A.C.) strategy based on the spectral data computed from the flexible blade structural mode of vibration measurements, is employed to relax, by appropriate longitudinal cyclic pitch modulation, the flat wise bending moments induced by environmental disturbances. The restoring cyclic pitch commands are derived processing the output data from an electro-optical

laser sensor by means of a microprocessor performing the spectral power density real time computations; these data, obtained implementing a fast fourier transform algorithm and observed within a frequency window centered at the first bending mode frequency, are employed as a measure of the actual vibrational level existing on the blade. To reduce the helicopter rigid response sensitivity to the G.A.C. system actuators, its driving signals are applied to the longitudinal pitch decoupling unit making the helicopter attitude and vertical velocity component decoupled, the last one regulated by the collective pitch channel through a radioaltimeter closure. The effectiveness of the G.A.C. system is investigated by digital simulations.

N85-16820# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Brunswick (West Germany).

FLIGHT RESEARCH ON VISUSL AIDS AND NAVIGATION EQUIPMENT FOR HELICOPTER LOW-LEVEL FLIGHT AT NIGHT

R. BEYER In AGARD Helicopter Guidance and Control Systems for Battlefield Support 8 p (SEE N85-16797 08-01) Aug. 1984 refs

Avail: NTIS HC A13/MF A01

An avionic/optronic system comprising night goggles, electronic head down display and Doppler navigation was tested in a Bo 105 helicopter in low level flight at night. Particular emphasis was given to the assessment of system performance and pilot workload. The results obtained as well as the methods and procedures applied are discussed in a way that similar experiments in the future may benefit from the outcome.

N85-16821*# National Aeronautics and Space Administration.
Ames Research Center, Moffett Field, Calif.
DEVELOPMENT AND FLIGHT TEST OF A HELICOPTER

DEVELOPMENT AND FLIGHT TEST OF A HELICOPTER COMPACT, PORTABLE, PRECISION LANDING SYSTEM CONCEPT

J. S. BULL, G. R. CLARY, T. J. DAVIS, and J. P. CHISHOLM (Sierra Nevada Corp., Reno) /n AGARD Helicopter Guidance and Control Systems for Battlefield Support 8 p (SEE N85-16797 08-01) Aug. 1984 refs Previously announced as N84-24566 Avail: NTIS HC A13/MF A01 CSCL 01D

An airborne, radar based, precision approach concept is being developed and flight tested as a part of NASA's Rotorcraft All-Weather Operations Research Program. A transponder based beacon landing system (BLS) applying state of the art X band radar technology and digital processing techniques, has been built and is being flight tested to demonstrate the concept feasibility. The BLS airborne hardware consists of an add on microprocessor, installed in conjunction with the aircraft weather/mapping radar, which analyzes the radar beacon receiver returns and determines range, localizer deviation, and glide slope derivation. The ground station is an inexpensive, portable unit which can be quickly deployed at a landing site. Results from the flight test program show that the BLS concept has a significant potential for providing rotorcraft with low cost, precision instrument approach capability in remote areas.

N85-17025# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

HAZARD STUDIES FOR SOLID PROPELLANT ROCKET MOTORS

Loughton, England Sep. 1984 297 p refs In ENGLISH and FRENCH Conf. held in Lisse, Netherlands, 28-30 May 1984 (AGARD-CP-367; ISBN-92-835-0361-9; AD-A150458) Avail: ITTIS HC A13/MF A01

The needs for NATO standardization as related to solid propellant rocket motors are reviewed and technology issues associated with solid rocket motor hazards are discussed. The following topics associated with solid propellant rocket motors are considered: (1) application of hazard technologies; (2) fragmentation and high rate deformation of solid propellants; (3) mechanism, theory, and experiments; and (4) thermal sensitivity and cook-off. For individual titles see N85-17026 through N85-17046.

N85-17026# Royal Marines, London (England).

AIMS AND REQUIREMENTS OF NATO GROUP AC/310
G. G. W. BRACE In AGARD Hazard Studies for Solid Propellant
Rocket Motors 11 p (SEE N85-17025 08-20) Sep. 1984 refs

Avail: NTIS HC A13/MF A01

One aim of NATO is to achieve increased military effectiveness through the efficient use of resources allocated by nations for their defence. This involves cross procurement between nations and in the case of weapons and stores containing explosives, there can be economy of resources if there is a common approach within NATO to the safety of designs and the test requirements necessary to demonstrate safety. Such demonstrations must commence with the assessment of the energetic materials chosen for use. Commonality of test procedures is not envisaged, but a base line requirement for the data to enable safety assessments by purchasing nations has been agreed. It is recognized that, for propellant formulations in particular, problems exist because of the need to adjust compositions during development. A method to accommodate such problems when meeting the NATO data requirements is proposed. A base line requirement is created for the data considered necessary for the assessment of explosive compositions for their safety and suitability for service use. Such data should enable any nation receiving explosives to make a judgement, and thereby qualify the material.

N85-17027# Air Force Rocket Propulsion Lab., Edwards AFB. Calif.

REVIEW OF USAF TREATMENT OF SOLID PROPELLANT ROCKET MOTOR HAZARDS

R. R. WEISS, N. VANDERHYDE, and C. MERRILL In AGARD Hazard Studies for Solid Propellant Rocket Motors 15 p (SEE N85-17025 08-20) Sep. 1984 refs
Avail: NTIS HC A13/MF A01

Efforts pursued under the air-launched missile behavior program are summarized. The impact effects on solid rocket propellants are discussed along with the explosive hazards of air-launched propulsion systems. Various tests to assess propellant stability are enumerated. The results of experimental investigations to standardize shotgun/relative quickness bomb testing and to improve the sensitivity of the dynamic shear/deflagration-to-detonation transition test are reported.

N85-17028# Bundesinstitut fuer Chemisch-Technische Untersuchgen, Swisttal-Heimerzheim (West Germany).

SENSITIVITY TESTS FOR SOLID PROPELLANTS IN GERMANY

F. TRIMBORN In AGARD Hazard Studies for Solid Propellant Rocket Motors 5 p (SEE N85-17025 08-20) Sep. 1984 refs Avail: NTIS HC A13/MF A01

Sensitivity tests are very important for the investigation and acceptance of solid propellants according to the regulations for the safety of explosives in Germany. The background for this is provided by a philosophy of safety involving the concept of primary safety. To achieve primary safety, it is necessary to know and to consider the explosive properties of the solid propellants. German methods for testing the sensitivity to impact, friction, shockwaves heating and DDT are discussed. From the results trained experts can draw conclusions for the safety of solid propellants and/or for the risk emanating from them. Comparisons with accidents/incidents show that the results of the German test methods within the context of the expert's own experience can be used to characterize at least the different types of solid propellants.

N85-17029# Propellants, Explosives and Rocket Motor Establishment, Waltham Abbey (England).

SENSITIVENESS AND EXPLOSIVENESS ASSESSMENT AT PERME WALTHAM ABBEY

D. C. MULLENGER In AGARD Hazard Studies for Solid Propellant Rocket Motors 8 p (SEE N85-17025 08-20) Sep. 1984 refs Avail: NTIS HC A13/MF A01

The schemes used at PERME for testing propellants, for the production of MOD Safety Certificates, for the assignment of the UN Hazard Division, and for the Ordnance Board Qualification for Service use are presented. The types of test used these schemes are described. Typical results for a range of rocket propellant compositions are given and discussed.

Author

N85-17030# Illinois Univ., Urbana-Champaign. Dept. of Mechanical and Industrial Engineering.

ANALYSIS OF DEFLAGRATION TO SHOCK TO DETONATION TRANSITION (DSDT) IN POROUS ENERGETIC SOLID **PROPELLANTS**

P. B. BUTLER and H. KRIER In AGARD Hazard Studies for Solid Propellant Rocket Motors 10 p (SEE N85-17025 08-20) Sep. 1984 refs Avail: NTIS HC A13/MF A01

Explosive-based propellants are susceptible to detonation from the controlled deflagration mode of combustion. In certain instances (i.e., when the propellant/explosive is fragmented) the likelihood of a catastrophic event is greater. Fragment size, gas permeability through the packed bed, chemical decomposition rate and product gas confinement all play an important role in determining whether a convective deflagration wave will make a transition to a steady state detonation wave. The governing equations defining such a transient two-phase reactive flow process are analyzed. Computer generated results are presented showing the development of a steady state detonation wave from an accelerating deflagration

N85-17031# Norwegian Defence Research Establishment.

PENGUIN WARHEAD SAFETY TESTS

E STROMSOE, A. ODDAN, and L. OMHOLT In AGARD Hazard Studies for Solid Propellant Rocket Motors 9 p (SEE N85-17025 08-20) Sep 1984 refs

Avail: NTIS HC A13/MF A01

Safety tests according to the Naval Weapons Requirement WR-50 were carried out with Destex filled Penguin warheads. To simulate fuel fire and magazine heating the fast and slow cook-off tests were chosen; for projectiles the bullet impact test; and for fragments the propagation test where another warhead is used as fragment generator (donor). Six categories of warhead response were used to characterize the severeness of explosive reaction: high order detonation, violent low order detonation, non-violent low order detonation, deflagration, burning, no reaction. The main lesson which can be learned from these experiments is that even if the prescribed test procedure is faithfully followed, great scattering of the test results can be expected. Decisive conclusions should therefore not be drawn from two few experiments. Other valuable experience connected with each separate test is presented.

N85-17032# Centre de Recherches du Bouchet, Vert de Petit

STUDY OF THE TRANSITION FROM DEFLAGRATION TO **DETONATION OF PREVIOUSLY FRAGMENTED PROPELLANTS** SETUDE DE LA TRANSITION DE LA DEFLAGRATION A LA PROPERGOLS DETONATION DES PREALABLEMENT FRAGMENTES

J. BRUNET and J. L. PAULIN In AGARD Hazard Studies for Solid Propellant Rocket Motors 22 p (SEE N85-17025 08-20) Sep. 1984 refs in FRENCH Avail: NTIS HC A13/MF A01

The problem of the possibility of transition from deflagration to detonation in a body from the time of firing an engine with a charge of solid propellants is approached by considering a local fragmentation stage. A method of characterizing the resistance of solid propellants to hazardous fragmentation is described which uses specific tests: impact against a smooth wall, combustion of fragments in a manometrical bomb, and a transition test. This resistance is manifested by an impact velocity limit. Numerous velocity impact limits were measured on several compositions and parametric studies of formulations yielded orientations or obtaining a better behavior of propellant materials in the future with regards to the risks of hazardous fragmentation.

Imperial Metal Industries Ltd., Kidderminster N85-17033#

THE VULNERABILITY OF CAST DOUBLE BASE ROCKET MOTORS TO THERMOMECHANICAL ATTACK

G. I. EVANS, J. F. BINGHAM, and J. H. SINDALL In AGARD Hazard Studies for Solid Propellant Rocket Motors 14 p (SEE N85-17025 08-20) Sep. 1984 refs Avail: NTIS HC A13/MF A01

Fragment penetration and fire trials were conducted on a dual thrust motor employing a cast double base propellant. The propellant in the motor is bonded to the case wall and thus the type of damage that can occur to a cartridge loaded charge is prevented. When the motor is attacked by single fragments an area, depending on size and weight of the fragment, of strip delamination in the case is created about the fragment exit point. On ignition of the propellant, hot gas flowing from this area steadily increases the delamination and prevents pressure build up to explosive levels. The reaction to multi-fragment attack is similar to that of a single fragment except when the attacking projectile explodes in close proximity to the motor. Under these conditions the case construction allows the motor to snap into a number of pieces and again prevents motor explosion. When subjected to heat, the resin used for strip bonding begins to break down. At the instant of propellant ignition only very low pressures are required to disrupt the motor case and thus provide a multitude of paths for gas to exhaust to prevent explosive pressure build up.

N85-17034# Propellants, Explosives and Rocket Motor Establishment, Waltham Abbey (England).
CRACK GROWTH IN PROPELLANTS

R. A. GLEDHILL and A. J. KINLOCH In AGARD Hazard Studies for Solid Propellant Rocket Motors 7 p (SEE N85-17025 08-20) Sep. 1984 refs

Avail: NTIS HC A13/MF A01

A continuum fracture mechanics approach for characterizing crack growth in a nitrocellulose/nitroglycerine based propellant is presented. Firstly, the measurement of the stress-intensity factor, K sub c, at the onset of crack propagation over a wide range of test temperatures and under relatively slow rates of loading is discussed. The use of the Williams-Landel-Ferry equation for relating the effects of rate and temperature is then examined. Secondly, crack growth resulting from impact loading is examined. The instrumented impact test equipment is described and the experimentally obtained values of K sub c are discussed.

N85-17035# Lawrence Livermore National Lab., Calif. RESPONSE OF PROPELLANTS TO HIGH DYNAMIC STRESSES: THE USES OF GUN LAUNCH TECHNIQUES

E. L. LEE, E. JAMES, L. GREEN, W. VONHOLLE, C. TARVER, D. CURRAN (Stanford Research Intern., Menio Park, Calif.), W. MURRI (Stanford Research Intern., Menlo Park, Calif.), and D. SEAMAN (Stanford Research Intern., Menlo Park, Calif.) In AGARD Hazard Studies for Solid Propellant Rocket Motors 32 p (SEE N85-17025 08-20) Sep. 1984 refs. Previously announced as N85-11259 Avail: NTIS HC A13/MF A01

High energy propellants that ignite and begin to release chemical energy when they are subjected to sufficiently high stresses are discussed. The ensuing response can vary from mild reaction to high order detonation. Experimental and calculation efforts were made to understand, predict, and modify this response. Experimental work which uses guns to impact flat plates on oriented propellant samples is emphasized.

N85-17036# Ballistic Research Labs., Aberdeen Proving Ground,

SOME ASPECTS OF THE MICROMECHANICS OF HOT SPOT FORMATION IN ENERGETIC MATERIALS

In AGARD Hazard Studies for Solid Propellant R. B. FREY Rocket Motors 14 p (SEE N85-17025 08-20) Sep. 1984 refs Avail: NTIS HC A13/MF A01

The mechanics of cavity collapse in an energetic material were studied. During cavity collapse, several mechanisms can act individually or collectively to produce high temperature hot spots. The goal is to understand how pressurization rate, cavity size, and material parameters affect hot spot formation. The collapse of spherical cavities using a modified form of the model of Carroll and Holt was considered. Using this analysis, hot spots produced by plastic work, viscoplastic work, gas phase heating, or solid

01 AERONAUTICS (GENERAL)

phase compression (which occurs as the result of high pressures produced when material collides at the center of the cavity) can be studied. Under the proper conditions, each of these mechanisms may be dominant, but viscous heating is the most efficient mechanism and is dominant when the rise time of the pressure is short, viscosity is high, and/or yield stress is low. The conditions under which the other mechanisms are dominant and the dependence of hot spot temperatures on the pressurization rate, cavity size, and material properties are discussed.

Naval Weapons Center, China Lake, Calif. N85-17037# Engineering Sciences Div. TRANSIENT COMBUSTION: AN IMPORTANT CONSIDERATION

IN DEFLAGRATION-TO-DETONATION TRANSITION T. L. BOGGS, C. F. PRICE, and R. L. DERR In AGARD Hazard Studies for Solid Propellant Rocket Motors 16 p (SEE N85-17025 08-20) Sep. 1984 refs

Avail: NTIS HC A13/MF A01

Transient combustion events which range from igniter initiation to events just prior to detonation, are discussed. An analytical model of the deflagration of porous energetic materials leading to deflagration to detonation transition (DDT) in closed tube experiments is presented. The analysis not only describes transient deflagration behavior but also includes the highly coupled interaction of the deflagration with the sample and its environment compaction behavior for example. The model calculates the following as functions of distance and time from igniter initiation: (1) gas pressure; (2) intergranular stress; (3) gas temperature; (4) surface temperatures of the particle; (5) compaction; (6) development of gas phase reaction over the particles; (7) amount of solid pyrolyzed; and (8) amount of pyrolysis gas converted to final products. It is concluded that the combustion behavior essential to understanding DDT is entirely transient and must be treated in its full complexity of interrelated and highly coupled phenomena.

N85-17038# Naval Surface Weapons Center, Silver Spring, Md. THE DDT PROCESS FOR HIGH ENERGY PROPELLANTS R. R. BERNECKER In AGARD Hazard Studies for Solid Propellant Rocket Motors 16 p (SEE N85-17025 08-20) Sep. 1984 refs Avail: NTIS HC A13/MF A01

The deflagration-to-detonation transition (DDT) process is reviewed for cast and porous systems of energetic propellants. Analysis of DDT studies with cast explosive systems indicate that it is highly improbable that cast, well-manufactured propellant grains will undergo DDT. The DDT experiments are described which relate the nature of the damaged (granulated) propellant samples to their tendency to undergo DDT. The parameters, which influence the outcome of these DDT experiments are discussed. One of the more practical pieces of information pertaining to hazards that can be obtained in DDT work is a quantitative measure of the propensity of various porous propellant systems to undergo DDT. This type of data is presented for various energetic propellants for both high and low confinement conditions. An example of this type of experiment, where dynamic shearing occurs during confined burning is discussed. Data are presented from low confinement DDT experiments, utilizing flash radiography, which provided quantitative data useful for the development of physical and theoretical/numerical models of the DDT process. It is shown that knowledge of the shock sensitivity of the porous propellant system is important in assessing its DDT susceptibility under low confinement conditions.

N85-17039# Centre de Recherches du Bouchet. Vert de Petit

NUMERICAL SIMULATION OF THE SHOCK DETONATION TRANSITION [SIMULATION NUMERIQUE DE LA TRANSITION CHOC DETONATION)

B. NOUGUEZ, A. BERTRAND, and J. MALA In AGARD Hazard Studies for Solid Propellant Rocket Motors 10 p (SEE N85-17025 08-20) Sep. 1984 refs. In FRENCH Avail: NTIS HC A13/MF A01

A study was conducted at S.N.P.E. which attempts to model numerically the shock-detonation transition of explosive materials. A model of combustion was developed and implanted in the HEMP bidimensional computer code. General hypothesis about the model, the principal equations retained to describe the phenomena, and the first application of the model to validate the code on PETN -TATB type products and HMX are presented. Transl. by A.R.H.

N85-17040# Los Alamos Scientific Lab., N. Mex.
SHOCK AND IMPACT RESPONSE OF SOLID ROCKET
PROPELLANTS: EXPERIMENTAL AND THEORETICAL

J. K. DIENES and J. J. DICK In AGARD Hazard Studies for Solid Propellant Rocket Motors 16 p (SEE N85-17025 08-20) Sep. 1984 refs

Avail: NTIS HC A13/MF A01

Data on plane-shock-initiation sensitivity of a number of propellant formulations are reviewed and shock sensitivity results for 35% porous HMX are presented. These data were obtained using transit time technique and statistical analysis. Though the sensitivity of propellants is of central importance in considering their reliability and safety, and underlying mechanisms are not very well understood. These problems are underscored by cylinder impact tests that demonstrate a wide variety of behavior. In particular, most shots in one series of low speed impact tests led to a mild deflagration, while a fraction of ostensibly identical shots resulted in violet detonations. Since continuum descriptions of such behavior fail to explain the lack of repeatability, a variety of hot-spot mechanisms were considered. Order-of-magnitude studies indicate that interfacial sliding of closed cracks constitutes the most critical type of hot spot, and detailed analysis confirms that this mechanisms explains the observations.

N85-17041# Bundesinstitut fuer Chemisch-Technische Untersuchgen, Swisttal-Heimerzheim (West Germany). **BALLISTIC/DETONIC TRANSITION OF PROPELLANTS**

C. O. LEIBER In AGARD Hazard Studies for Solid Propellant Rocket Motors 14 p (SEE N85-17025 08-20) Sep. 1984 refs Avail: NTIS HC A13/MF A01

Occasional catastrophic failures of propellant systems, such as those resulting in breech blows or rocket explosions, may be caused basically by an anomalous increase of the static or dynamic pressure in the gas phase and/or in the condensed phase. Using the classical principles of pressure wave generation by a hydrodynamic flow of Lord Rayleigh and Lighthill, it is demonstrated that interior ballistics splits both into a classical and also a detonic branch, the latter correponding to the Low-Velocity-Detonation (LVD)-regime. According to the physical model, this transition is favored by increased dynamics. The region between these limits corresponds to the Gallwitz regime.

N85-17042# Propellants, Explosives and Rocket Motor Establishment, Waltham Abbey (England).
HAZARD ASSESSMENT OF A HYPOTHETICAL LARGE ROCKET

D. C. MULLENGER In AGARD Hazard Studies for Solid Propellant Rocket Motors 5 p (SEE N85-17025 08-20) Sep. 1984 Avail: NTIS HC A13/MF A01

The relationship between sensitiveness, explosiveness and hazard is discussed. Stimuli relevant to this particular problem are listed and their relative importance is discussed. The difficulty of scaling up from test samples to the full motor is considered and the present philosophy for tackling this problem is given. Author

N85-17043# Prins Maurits Lab. TNO, Rijswijk (Netherlands). THE HEAT SENSITIVITY OF SOLID PROPELLANTS M. A. SCHRADER, M. W. LEEUW, and A. C. VANDERSTEEN In AGARD Hazard Studies for Solid Propellant Rocket Motors 6 p (SEE N85-17025 08-20) Sep. 1984 refs Avail: NTIS HC A13/MF A01

The temperature dependence of the induction times of composite propellants are measured and compared to those of pure ammonium perchlorate. The induction times of the composite propellants appear to be considerably shorter at 600 K the differences is about a factor of fifty. The addition of aluminum, nitroguanidine or a burning catalyst to ammonium perchlorate does not influence its induction time. The increased rate of decomposition is attributed to the polyurethane binder whose decomposition products possibly catalyze the decomposition reaction of ammonium perchlorate. The plasticizer in a double base propellant does not affect the induction times.

N85-17044# Centre de Recherches du Bouchet, Vert de Petit

MODELLING THE THERMAL EXPLOSION PHENOMENON IN SOLID PROPELLANTS: THE CASE OF FIXED AND VARIABLE TEMPERATURES (MODELISATION DU PHENOMENE D'EXPLOSION THERMIQUE DANS LES PROPERGOLS SOLIDES: CAS DES TEMPERATURES FIXES ET VARIABLES! D. CASENAVE and P. RACIMOR In AGARD Hazard Studies for Solid Propellant Rocket Motors 14 p (SEE N85-17025 08-20) Sep. 1984 refs in FRENCH Avail: NTIS HC A13/MF A01

The state of the art of work at S.N.P.E on thermal explosion phenomena as part of the study of solid propellant stability is presented. In the case of a product subjected to successive increases in temperature, the base theory of the phenomena led to a test method which established for each composition tested, a model for evaluating the critical temperature and the induction time of the product as a function of the size and the configuration of the bulk propellant. The thermal explosion phenomena is also shown for the case of a product subjected to a progressive increase in temperature. A computer code was also developed which can model the thermal explosion phenomenon. Theoretical results are in good agreement with experiment and confirm, in the case of variable temperature, that a decrease in the speed of temperature rise favors the appearance of violet phenomena.

Transi, by A.R.H.

N85-17045# Institut fuer Chemie der Treib- und Explosivstoffe,

Pfinztal (West Germany).

DETERMINATION OF THE DECOMPOSITION BEHAVIOR OF DOUBLE BASE PROPELLANTS AT LOW TEMPERATURES F. VOLK In AGARD Hazard Studies for Solid Propellant Rocket Motors 7 p (SEE N85-17025 08-20) Sep. 1984 refs Avail: NTIS HC A13/MF A01

Aging in double-base solid propellants was explored using emical, physico-chemical, and mechanical methods. High-pressure liquid chromatography was used to calculate the chemical life by determining the decrease in stabilizer to 50% of its original content. Gel permeation chromatography was used to track the depolymerization of the nitrocellulose contained in the relevant propellant by measuring the reduction in molecular weight. Measurement of the strain at break and the tensile strength of the product deterthe deterioration of its mechanical properties. propellant were subjected to thermic stress Suitable samples between 60 C and J C for different lengths of time to establish the actual temperature dependency of the three aging processes considered. The best temperature correlation was shown through measurement of the stabilizer decrease; however, both the reduction in the molecular weight of the nitrocellulose and the drop in mechanical properties could not be determined with the same accuracy. The results show that a depolymerization of the nitrocellulose takes place more rapidly than the drop in tensile strength R.W

N85-17046# Politecnico di Milano (Italy). THE PRESSURE DEFLAGRATION LIMIT OF SOLID ROCKET **PROPELLANTS**

L. DELUCA, G. RIVA, C. ZANOTTI, R. DONDE, V. LAPEGNA, and A. OLEARI /n AGARD Hazard Studies for Solid Propellant Rocket Motors 16 p (SEE N85-17025 08-20) Sep. 1984 refs Avail: NTIS HC A13/MF A01

The concept of pressure deflagration limit in the combustion of solid rocket propellants is reviewed. It is shown that the existence of a pressure deflagration limit is due not to lack of the appropriate steady state solution, but to burning instability (even for adiabatic combustion). The peculiar behavior of solid propellants near the pressure deflagration limit is confirmed by numerical and experimental tests of ammonium perchlorate based composite formulations. Self-sustained oscillatory burning, existing immediately before reaching the pressure deflagration limit, was investigated. Attention was focused on those physico-chemical properties and operating conditions capable to raise the value of the pressure deflagration limit. This should allow safer handling and storage of solid propellants.

Advisory Group for Aerospace Research and evelopment, Neuilly-Sur-Seine (France). GROUND AND FLIGHT TESTING FOR AIRCRAFT GUIDANCE AND CONTROL

R. ONKEN, ed. (DFVLR, Brunswick, West Germany) and H. A. REDIESS, ed. (Hydraulic Research Textron, Inc., Irving, Calif.) Loughton, England Dec. 1984 195 p refs (AGARD-AG-262; ISBN-92-835-1482-3) Avail: NTIS HC A09/MF A01

Aircraft guidance and control functions, components, and systems are evaluated with emphasis on specific examples of user oriented test programs rather than descriptions of the facilities. Topics include control handling and active control testing; tests on flight path control, navigation system testing; combat guidance and control evaluation; and testing of flight-crucial digital systems in guidance and control. For individual titles see N85-22351 through N85-22362

N85-22351°# National Aeronautics and Space Administration. Ames Research Center, Moffett Field, Calif. SPACE SHUTTLE PILOT-INDUCED-OSCILLATION RESEARCH TESTING

In AGARD Ground and Flight Testing for B. G. POWERS Aircraft Guidance and Control 7 p (SEE N85-22350 13-01) Dec. refs Original language document was announced as N84-20566

Avail: NTIS HC A09/MF A01 CSCL 01C

simulation requirements for investigation pilot-induced-oscillation (PIO) characteristics during the landing phase are discussed. Orbiters simulations and F-8 digital fly-by-wire aircraft tests are addressed.

N85-22352# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Brunswick (West Germany). Inst. fuer Flugmechanik

DYNAMIC WIND TUNNEL TESTING FOR ACTIVE CONTROL RESEARCH

K. WILHELM and B. GMELIN In AGARD Ground and Flight Testing for Aircraft Guidance and Control 26 p (SEE N85-22350 13-01) Dec. 1984 refs Avail: NTIS HC A09/MF A01

For the investigation of problems associated with the application of active control systems a technique was developed, which allows a comprehensive treatment of flight mechanics problems including the effects of aerodynamics, aeroelastics and control systems. Since this technique, the dynamic wind tunnel test technique, is a synthesis of both computer simulation and wind tunnel test a variety of information on specific flight mechanical phenomena can be obtained. At DFVLR two experimental devices were developed: the installation for dynamic simulation in wind tunnels for investigation in the field of fixed-wing aircraft; and the rotor test stand for investigation in the field of rotary-wing aircraft. At first a brief description of the test facilities is given, further advantages and special problems associated with the application of this test technique are shown. In addition, test results of completed test programs are presented.

N85-22353*# National Aeronautics and Space Administration. Langley Research Center, Hampton, Va.

DYNAMIC WIND-TUNNEL TESTING OF ACTIVE CONTROLS BY THE NASA LANGLEY RESEARCH CENTER

I. ABEL, R. V. DOGGETT, J. R. NEWSOM, and M. SANDFORD In AGARD Ground and Flight Testing for Aircraft Guidance and Control 23 p (SEE N85-22350 13-01) Dec. 1984 refs Avail: NTIS HC A09/MF A01 CSCL 01C

Dynamic wind-tunnel testing of active controls by the NASA Langley Research Center is presented. Seven experimental studies that were accomplished to date are described. Six of the studies focus on active flutter suppression. The other focuses on active load alleviation. In addition to presenting basic results for these experimental studies, topics including model design construction, control law synthesis, active control system implementation, and wind-tunnel test techniques are discussed.

Author

N85-22354# Royal Aircraft Establishment, Bedford (England). Operational Systems Div.

CIVIL AVIONICS FLIGHT TESTING WITH THE RAE(B) BAC1-11

R. R. NEWBERY and P. ENGLAND In AGARD Ground and Flight Testing for Aircraft Guidance and Control 22 p (SEE N85-22350 13-01) Dec. 1984 refs Original contains color illustrations

Avail: NTIS HC A09/MF A01

The BAC 1-11 research aircraft and test flight facility are described. Significant results were achieved in the fields of automatic control, improved accuracy of navigation, the use of CRT flight deck displays, the development of time control maneuvers, and the use of direct voice input. The role of avionics systems in the total air traffic management system is addressed. The development of flight path and time control algorithms will be extended to deal with multiple constraints. Further attention will be paid to the interfaces between the aircraft systems, crew, and air traffic control.

B.G.

N85-22355# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Brunswick (West Germany).

GUIDANCE AND CONTROL RESEARCH FLIGHT TESTING WITH HFB 320 TEST AIRCRAFT

V. ADAM and W. LECHNER In AGARD Ground and Flight Testing for Aircraft Guidance and Control 13 p (SEE N85-22350 13-01) Dec. 1984 refs

Avail: NTIS HC A09/MF A01

Flight testing is the last and decisive phase in the development process of new aircraft guidance and control methods, procedures and equipment to give evidence of the expected functional performance. No highly elaborated ground-based simulation can replace this phase unless there is complete knowledge of the aircraft system characteristics and no restriction on expenditure. On the other hand there is no doubt that simulation including most of the real system hardware is a necessary phase to pass before flight testing can be started. This is the means for step by step system validation on the ground under reproducible conditions. In-flight simulation, direct lift control, side stick control, fly-by-wire and integrated navigation tests on the German aircraft HFB 320 are reported. Ground-based experimental systems and flight test equipment are also described.

N85-22356*# National Aeronautics and Space Administration. Langley Research Center, Hampton, Va.

A FLIGHT MANAGEMENT ALGORITHM AND GUIDANCE FOR FUEL-CONSERVATIVE DESCENTS IN A TIME-BASED METERED AIR TRAFFIC ENVIRONMENT: DEVELOPMENT AND FLIGHT TEST RESULTS

C. E. KNOX In AGARD Ground and Flight Testing for Aircraft Guidance and Control 17 p (SEE N85-22350 13-01) Dec. 1984 refs

Avail: NTIS HC A09/MF A01 CSCL 01C

A simple airborne flight management descent algorithm designed to define a flight profile subject to the constraints of using idle thrust, a clean airplane configuration (landing gear up. flaps zero, and speed brakes retracted), and fixed-time end conditions was developed and flight tested in the NASA TSRV B-737 research airplane. The research test flights, conducted in the Denver ARTCC automated time-based metering LFM/PD ATC environment, demonstrated that time guidance and control in the cockpit was acceptable to the pilots and ATC controllers and resulted in arrival of the airplane over the metering fix with standard deviations in airspeed error of 6.5 knots, in altitude error of 23.7 m (77.8 ft), and in arrival time accuracy of 12 sec. These accuracies indicated a good representation of airplane performance and wind modeling. Fuel savings will be obtained on a fleet-wide basis through a reduction of the time error dispersions at the metering fix and on a single-airplane basis by presenting the pilot with guidance for a fuel-efficient descent.

N85-22357# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Brunswick (West Germany). Inst. fuer Flugfuehrung.

AVIONICS FLIGHT EVALUATION SYSTEM (AFES)

K. HURRASS In AGARD Ground and Flight Testing for Aircraft Guidance and Control 9 p (SEE N85-22350 13-01) Dec. 1984 refs

Avail: NTIS HC A09/MF A01

New avionic systems require thorough testing. Particularly as far as navigation systems are concerned, very accurate reference trajectories have to be established. For this purpose, DFVLR has developed an Avionics Flight Evaluation System (AFES). A tracking radar, a laser tracker, and an inertial navigation system (INS) on board the test aircraft are used in order to measure flight trajectories. The data of all these sensors are combined by optimal filters. In order to be able to evaluate in real time, computers are used at different locations. All elements of this measurement system are linked together by an efficient data transfer system. Besides the reference system, AFES contains subsystems for artificial traffic loading and measuring multipath effects. Author

N85-22358# Royal Aircraft Establishment, Farnborough (Fooland)

REFERENCE SYSTEMS FOR THE EVALUATION OF DEAD-RECKONING NAVIGATION EQUIPMENT

R. F. STOKES and S. G. SMITH In AGARD Ground and Flight Testing for Aircraft Guidance and Control 17 p (SEE N85-22350 13-01) Dec. 1984 Original language document was announced as N84-34406

Avail: NTIS HC A09/MF A01

Aircraft dead reckoning navigation systems present particular problems in their assessment, and diagnosis in development where a continuous measurement of their error pattern is required. The need for long range, long duration flights with a continuous high accuracy reference led to the development of an integrated navigation system. The recorded data is processed post-flight in a Kalman filter which is used to estimate the inertial system errors. The final reference is formed by compensating the inertial outputs for these errors and has the properties of high accuracy, low noise, and continuous availability. Although simple in concept the implementation of such a scheme is complex. The major problem lies in constructing suitable mathematical models of the various equipments, and the technique of pre-processing is described. The second difficult area is that of obtaining the statistical information regarding the performance of the equipment in a form suitable for inclusion in the models. Although the reference is produced off-line, it is possible to implement the techniques

N85-22359# Industrieanlagen-Betriebsgesellschaft m.b.H., Ottobrunn (West Germany).

AIR COMBAT SIMULATION: METHODS, MODELS, TRENDS
G. WUNDERLICH and H. P. FEHRENZ In AGARD Ground and
Flight Testing for Aircraft Guidance and Control 17 p (SEE
N85-22350 13-01) Dec. 1984 refs
Avail: NTIS HC A09/MF A01

Various methods are described briefly to evaluate weapon system parameters needed during air combat. The influences and connections between unmanned and manned combat simulation are derived as well as the main differences between 1 vs 1 and m vs n combat including relevant pilot behavior. Finally unmanned and manned m/n air combat simulations are described and it is shown how both methods support each other thus broadening the validity of application and results.

N85-22360# Societe Nationale Industrielle Aerospatiale, Marignane (France). Avionics and Systems Group. GROUND EVALUATION OF HELICOPTER AIR-TO-AIR WARFARE

G. CATANI In AGARD Ground and Flight Testing for Aircraft Guidance and Control 13 p (SEE N85-22350 13-01) Dec. 1984 Avail: NTIS HC A09/MF A01

Air to air capability has become a necessity for armed helicopters. The simulation models allow theoretical evaluation of given air to air fire controls through a large area of air to air scenarios. During definition phases, they represent a powerful means of building and ground testing every fire control. On the other hand increased efficiency during development phases makes

it possible to avoid expensive in-flight tests of non-optimized systems. Simple gun pilot fire control systems and definition and evaluation of complex gun/missile fire control systems were described

Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany). Military Aircraft Div. TESTING OF THE DIGITAL FLIGHT CONTROL SYSTEM OF

THE GERMAN CCV FIGHTER EXPERIMENTAL AIRCRAFT U. KORTE In AGARD Ground and Flight Testing for Aircraft Guidance and Control 12 p (SEE N85-22350 13-01) Dec. 1984 refs Original language document was announced as N83-22110 Avail: NTIS HC A09/MF A01

A guad redundant digital FBW Control System for a highly unstable fighter aircraft has been developed and flight tested by MBB in a a single seater F-104 G which had been modified as a CCV demonstrator. The CCV program was funded by the German MOD. From Dec. 1977 to Nov. 1981 a total of 118 flights has been conducted. During these flights the quadruplex system was successfully tested for five different configurations starting with the highly stable basic aircraft and ending up with the highly unstable canard configuration with a static instability up to 22% mean aerodynamic chord (MAC). Some of the results obtained regarding control system design, handling evaluation and redundancy management with the digital system will be presented.

N85-22362°# National Aeronautics and Space Administration. Langley Research Center, Hampton, Va. LABORATORY FLIGHT-CRUCIAL-ELECTRONICS SYSTEM RESEARCH H. M. HOLT, D. G. HOLDEN, and A. O. LUPTON Ground and Flight Testing for Aircraft Guidance and Control 12 p (SEE N85-22350 13-01) Dec. 1984 refs Avail: NTIS HC A09/MF A01 CSCL 01C

A new laboratory, AIRLAB, recently completed at the NASA Langley Research Center was developed as a focus for conducting research on fault-tolerant electronic systems for flight-crucial applications. The laboratory was conceived and implemented to enhance the utilization of aeronautical research for improving the performance of future aerospace vehicles. Advanced vehicles will require highly reliable digital electronic systems to perform flight-crucial functions which if lost, would cause total failure of the vehicle. Techniques to form the basis for a validation methodology that can be used to determine the performance and reliability of advanced digital systems are being developed. Included are the development of analytical models, emulation techniques, and experimental procedures. The techniques and methods are verified using these specimens of fault-tolerant computers and systems and the capabilities of AIRLAB.

National Aeronautics and Space Administration. Ames Research Center, Moffett Field, Calif. MISSIONS AND VEHICLE CONCEPTS FOR MODERN, PROPELLED, LIGHTER-THAN-AIR VEHICLES M. D. ARDEMA and A. D. YOUNG, ed. (Queen Mary Coll., London) Feb. 1985 52 p refs (NASA-TM-87461; NAS 1.15:87461; AGARD-R-724; ISBN-92-835-1492-0; AD-A153278) Avail: NTIS HC A04/MF A01 CSCL 01B

Missions and vehicle concepts for modern propelled lighter-than-air vehicles were assessed. Utilization of these vehicles for patrol and surveillance, vertical heavy-lift, high altitude platforms and transportation missions are reported.

Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). UNSTEADY AERODYNAMICS TRANSONIC AEROELASTIC APPLICATIONS Loughton, England Jan. 1985 318 p refs In ENGLISH and FRENCH Conf. held in Toulouse, 2-7 Sep. 1984 (AGARD-CP-374; ISBN-92-835-0371-6; AD-A154078) Avail:

NTIS HC A14/MF A01

Theoretical, numerical, and experimental techniques in transonic unsteady aerodynamics and their application to aeroelastic problems of aircraft loads, stability, and flutter are discussed. Supercritical, rectangular, and swept wing configurations are considered. For individual titles see N85-25172 through N85-25187.

N85-25172°# National Aeronautics and Space Administration. Ames Research Center, Moffett Field, Calif. TRENDS IN COMPUTATIONAL CAPABILITIES FOR FLUID DYNAMICS

V. L. PETERSON In AGARD Transonic Unsteady Aerodyn. and its Aeroelastic Appl. 9 p (SEE N85-25171 15-01) refs Document previously announced as N84-33383

Avail: NTIS HC A14/MF A01 CSCL 20D

Milestones in the development of computational aerodynamics are reviewed together with past, present, and future computer performance (speed and memory) trends. Factors influencing computer performance requirements for both steady and unsteady flow simulations are identified. Estimates of computer speed and memory that are required to calculate both inviscid and viscous, steady and unsteady flows about airfoils, wings, and simple wing body configurations are presented and compared to computer performance which is either currently available, or is expected to be available before the end of this decade. Finally, estimates of the amounts of computer time that are required to determine flutter boundaries of airfoils and wings at transonic Mach numbers are presented and discussed.

N85-25173# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Goettingen (West Germany). Inst. fuer Aeroelastik.

TRANSONIC PRESSURE **DISTRIBUTIONS** TWO-DIMENSIONAL 0012 AND SUPERCRITICAL MBB-A3 PROFILE OSCILLATING IN HEAVE AND PITCH

H. TIEBSTEIN and R. VOSS In AGARD Transonic Unsteady Aerodyn. and its Aeroelastic Appl. 24 p (SEE N85-25171 15-01) Jan. 1985 refs

Avail: NTIS HC A14/MF A01

Steady and unsteady aerodynamic data were measured on 2-d rectangular wings with a NACA 0012 and a supercritical MBB-A3 profile. The tests were performed in the DFVLR Transonic Wind Tunnel in Gottingen. Both wings were oscillated in pitch about the c/4 axis, the wing with the MBB-A3 profile was also oscillated in heave to generate the unsteady aerodynamic pressure data. The purpose of the wind tunnel tests was primarily to measure data for use in the development and assessment of transonic analytical codes. Systematic measurements were performed with respect to Mach number, reduced frequency, incidence and amplitude of oscillation. The test results show clearly the peculiar unsteady behavior of transonic flow, particularly the strong nonlinearities associated with shock and higher incidences. Emphasis is also placed on the higher harmonic parts of unsteady pressure induced by the occurrence of shock. The measured data serve well as a basis for comparison with corresponding theoretical results. Comparisons between measurements and numerical results from the finite difference code LTRAN2 and the field panel code PTRAN2 show fairly good agreement. Most of the results in this presentation were obtained from MBB-A3 profile.

National Aeronautics and Space Administration. Ames Research Center, Moffett Field, Calif. NUMERICAL STUDIES OF UNSTEADY TRANSONIC FLOW OVER OSCILLATING AIRFOIL

W. J. CHYU and S. S. DAVIS In AGARD Transonic Unsteady Aerodyn. and its Aeroelastic Appl. 22 p (SEE N85-25171 15-01)
Jan. 1985 refs Document previously announced as N83-12316
Avail: NTIS HC A14/MF A01 CSCL 01A

A finite difference solution to the Navier-Stokes equations combined with a time varying grid generation technique was used to compute unsteady transonic flow over an oscillating airfoil. These computations were compared with experimental data (obtained at Ames Research Center) which form part of the AGARD standard configuration for aeroelastic analysis. A variety of approximations to the full Navier-Stokes equations was used to determine the effect of frequency, shock wave motion, flow separation, and airfoil geometry on unsteady pressures and overall air loads. Good agreement is shown between experiment and theory with the limiting factor being the lack of a reliable turbulence model for high Reynolds number, unsteady transonic flows. Author

N85-25175# National Aerospace Lab., Amsterdam (Netherlands).
ANALYSIS OF TRANSONIC AERODYNAMIC CHARACTERISTICS FOR A SUPERCRITICAL AIRFOIL OSCILLATING IN HEAVE, PITCH AND WITH OSCILLATING FLAP

R. C. DENBOER and R. HOUWINK In AGARD Transonic Unsteady Aerodyn, and its Aeroelastic Appl. 15 p (SEE N85-25171 15-01) Jan. 1985 refs Sponsored in part by Netherlands Agency for Aerospace Programs
Avail: NTIS HC A14/MF A01

An analysis is given of the unsteady aerodynamic characteristics of an oscillating supercritical airfoil with a thickness of 12% chord. Experimental data were obtained in the National Aerospace Laboratory (NLR) pilot tunnel for pitching, heaving and flap rotation, with Mach number, mean incidence, frequency and amplitude as parameters. The influence of these parameters is discussed in physical terms, with special emphasis on flow conditions with shock induced separation and aerodynamic resonance. Both for attached and separated flow, examples are presented of the use of experimental unsteady airloads in flutter computations for a wind tunnel model of a supercritical wing, and in correlation with results of viscous transonic flow computations. M.G.

N85-25176*# National Aeronautics and Space Administration. Langley Research Center, Hampton, Va. Unsteady Aerodynamics Branch.

EXPERIENCE WITH TRANSONIC UNSTEADY AERODYNAMIC CALCULATIONS

J. W. EDWARDS, S. R. BLAND, and D. A. SEIDEL In AGARD Transonic Unsteady Aerodyn. and its Aeroelastic Appl. 21 p (SEE N85-25171 15-01) Jan. 1985 refs Document previously announced as N84-32353

Avail: NTIS HC A14/MF A01 CSCL 01A

Comparisons of calculated and experimental transonic unsteady pressures and airloads for four of the AGARD Two Dimensional Aeroelastic Configurations and for a rectangular supercritical wing are presented. The two dimensional computer code, XTRAN2L, implementing the transonic small perturbation equation was used to obtain results for: (1) pitching oscillations of the NACA 64A010A; NLR 7301 and NACA 0012 airfoils; (2) flap oscillations for the NACA 64A006 and NRL 7301 airfoils; and (3) transient ramping motions for the NACA 0012 airfoils. Results from the three dimensional code XTRAN3S are compared with data from a rectangular supercritical wing oscillating in pitch. These cases illustrate the conditions under which the transonic inviscid small perturbation equation provides reasonable predictions.

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N85-25177#
(England).
CALCULATION OF HARMONIC AERODYNAMIC FORCES OF AEROFOLIS AND WINGS FROM THE EULER EQUATIONS
D. J. SALMOND In AGARD Transonic Unsteady Aerodyn. and its Aeroelastic Appl. 17 p (SEE N85-25171 15-01) Jan. 1985

Avail: NTIS HC A14/MF A01

A method developed to solve the Euler equations to obtain transonic aerodynamic forces on oscillating and wings is described. It is an extension of the implicit, finite difference method used by Pulliam and Steger to solve the Euler equations for the steady, transonic flow past an airfoil. Results in the form of steady pressure distributions and unsteady first harmonic, unsteady pressure coefficients are presented. Comparisons with the experimental results of Davis and Malcolm for the NACA 64A010 (Ames model) airfoil and those of Maboy for the AGARD tailplane are included.

N85-25178# Office National d'Etudes et de Recherches Aerospatiales, Leclerc (France).

CALCULATION OF UNSTEADY TRANSONIC SEPARATED FLOWS BY VISCOUS-INVISCID INTERACTION

P. GIRODROUX-LAVIGNE and J. C. LEBALLEUR In AGARD Transonic Unsteady Aerodyn. and its Aeroelastic Appl. 18 p (SEE N85-25171 15-01) Jan. 1985 refs In FRENCH; ENGLISH summary Original document previously announced as A85-12621

Avail: NTIS HC A14/MF A01

A technique based on viscid-inviscid flow interaction is used to describe separated and unseparated unsteady transonic flows over airfoils. A semi-implicit and time-consistent numerical formulation mith semi-implicit relaxation provides strong coupling, and a local mesh clustering expresses the shock wave-boundary layer interaction. Direct and inverse mode solutions are defined for the boundary layer and wake defect integrals. The integral equations are closed by using instantaneous boundary layer profiles and defining a set of transport equations for turbulence. A small perturbation equation accounts for the inviscid flow. Sample results are calculated for flows over a NLG 7301 airfoil, a NACA 64 A 1010 airfoil with shock-induced separation, and an oscillating RA 16 SC1 airfoil with a spoiler.

N85-25179# British Aerospace Aircraft Group, Woodford (England).

A SEMI-EMPIRICAL UNSTEADY TRANSONIC METHOD WITH SUPERSONIC FREE STREAM

M. J. GREEN and D. LAMBERT In AGARD Transonic Unsteady Aerodyn, and its Aeroelastic Appl. 16 p (SEE N85-25171 15-01) Jan. 1985 refs

Avail: NTIS HC A14/MF A01

Garner's semi-empirical method for predicting oscillatory transonic aerodynamic characteristics on wings was extended to Mach numbers greater than unity. The object is to provide an economical means of carrying out transonic flutter calculations at a time when more sophisticated and costly methods are not available for routine use. To predict the unsteady transonic behavior, the method combines steady transonic pressures, obtainable from theory or experiment, with unsteady velocity potentials provided by linearized supersonic theory. Experimental quasisteady data obtained from a series of wind tunnel tests carried out at RAE Bedford on a low aspect ratio wing were used to predict the unsteady pressures at non-zero frequencies. These results were compared with the corresponding unsteady measurements. The method was found to be inadequate near the wing tip and an alternative approach is proposed. Preliminary results show a marked improvement in this region.

N85-25180# National Aeronautics and Space Administration.
Ames Research Center, Moffett Field, Calif.
STATUS AND PROSPECTS OF COMPUTATIONAL FLUID
DYNAMICS FOR UNSTEADY TRANSONIC FLOW

W. J. MCCROSKEY (Army Aeromechanics Lab.), P. KUTLER, and J. C. BRIDGMAN *In* AGARD Transonic Unsteady Aerodyn. and its Aeroelastic Appl. 24 p (SEE N85-25171 15-01) Jan. 1985 refs Document previously announced as N85-12037 Avail: NTIS HC A14/MF A01 CSCL 20D

Applications of computational aerodynamics to aeronautical research, design, and analysis have increased rapidly over the past decade, and these applications offer significant benefits to aeroelasticians. The past developments are traced by means of a number of specific examples, and the trends are projected over the next several years. The crucial factors that limit the present capabilities for unsteady analyses are identified; they include computer speed and memory, algorithm and solution methods, grid generation, turbulence modeling, vortex modeling, data processing, and coupling of the aerodynamic and structural dynamic analyses. The prospects for overcoming these limitations are presented, and many improvements appear to be readily attainable. If so, a complete and reliable numerical simulation of the unsteady. transonic viscous flow around a realistic fighter aircraft configuration could become possible within the next decade. The possibilities of using artificial intelligence concepts to hasten the achievement of this goal are also discussed. Author

N85-25181# Office National d'Etudes et de Recherches

Aerospatiales, Paris (France).

IMPROVEMENT AND EXTENSION OF A NUMERICAL PROCEDURE FOR THE THREE DIMENSIONAL UNSTEADY TRANSONIC FLOWS

P. MULAK and J. J. ANGELINI In AGARD Transonic Unsteady Aerodyn, and its Aeroelastic Appl. 12 p (SEE N85-25171 15-01) Jan. 1985 refs In FRENCH; ENGLISH summary Avail: NTIS HC A14/MF A01

A numerical procedure was developed at ONERA to solve the unsteady transonic flow problems under potential flow and small disturbance approximations, in the case of rectangular or simple swept wings. The use of an alternating direction implicid procedure (ADI) and a functional approach for potential flow allowed a very little computer time consummation and a correct approximation for the small disturbance equation with consistent boundary conditions. The purpose is to extend the method to most general planform wings, including highly swept wings, and to insure correct swept shock jump conditions in any case. Calculations will be compared with experiments made on supercritical wings. Author

N85-25182# National Aerospace Lab., Amsterdam (Netherlands). APPLICATION **OF** TIME-LINEARIZED METHODS TO OSCILLATING WINGS IN TRANSONIC FLOW AND FLUTTER H. H. L. HOUNJET and J. J. MEIJER In AGARD Transonic Unsteady Aerodyn. and its Aeroelastic Appl. 16 p (SEE N85-25171 15-01) Jan. 1985 refs

Unsteady aerodynamic loads in the transonic domain were obtained with time-linearized methods in which a so-called field panel method is embedded which accounts for a proper radiation of signals towards infinity. The methods are used to predict the unsteady loads and first harmonic pressure distributions on an airfoil and a transport type wing. Results obtained with these methods were correlated with data of unsteady experiments and also with results of other calculation methods. Transonic flutter applications were made to a fighter-type configuration.

N85-25183# Lockheed-Georgia Co., Marietta. COMPUTATION OF UNSTEADY TRANSONIC FLOWS ABOUT TWO-DIMENSIONAL AND THREE-DIMENSIONAL AGARD STANDARD CONFIGURATIONS

J. B. MALONE, S. Y. RUO, and N. L. SANKAR (Georgia Inst. of In AGARD Transonic Unsteady Aerodyn, and its Aeroelastic Appl. 14 p (SEE N85-25171 15-01)

Avail: NTIS HC A14/MF A01

Avail: NTIS HC A14/MF A01

Three state-of-the-art, finite-difference computer programs which were developed for the prediction of unsteady transonic flows about airfoil and wing configurations are examined. Descriptions of each computational procedure are given. Numerical results are compared to experimental data for several 2D and 3D AGARD standard configurations. In addition, computational results are presented for a low aspect-ratio wing planform for which a large, experimental data-base is available.

N85-25184# Dassault-Breguet Aviation, St. Cloud (France). CALCULATION OF UNSTEADY TRANSONIC FLOW AROUND A HIGH SWEPT WING

A. LAURENT In AGARD Transonic Unsteady Aerodyn, and its Aeroelastic Appl. 24 p (SEE N85-25171 15-01) refs In FRENCH; ENGLISH summary

Avail: NTIS HC A14/MF A01

The calculation of the unsteady transonic flow around a highly swept wing has led to development of a three-dimensional fully conservative code from the two-dimensional ideas of Murman and Cole using a finite difference scheme and an alternating direction implicit method. Extension to the three dimensional-problem of the transonic small disturbance method (the NLR equation) requires the investigation of the direction and type of flow locally. This approach allows the calculation in the physical plan (i.e., without any space transformation). Results on a NACA0012 thirty degrees swept wing, at a flying point, show the co-existence, along the span, of the three kinds of shock motion, as TIDJEMAN found in two-dimensional flows. Some calculations correlated with the experiment on the clean MIRAGE F1 wing tested by ONERA in 1982 will be shown as well as a few test cases of the NORA

wing. In view of the aeroelastic implications, attention will be paid to the non-linearities of the phenomena encountered.

N85-25185°# National Aeronautics and Space Administration. Ames Research Center, Moffett Field, Calif. UNSTEADY TRANSONIC AERODYNAMIC AND AEROELASTIC CALCULATIONS ABOUT AIRFOILS AND WINGS

P. M. GOORJIAN and G. P. GURUSWAMY (Informatics General Corp., Palo Alto, Calif.) In AGARD Transonic Unsteady Aerodyn. and its Aeroelastic Appl. 31 p (SEE N85-25171 15-01)
1985 refs Document previously announced as N84-31092
Avail: NTIS HC A14/MF A01 CSCL 20D

The development and application of transonic small disturbance codes for computing two dimensional flows, using the code ATRAN2, and for computing three dimensional flows, using the code ATRAN3S, are described. Calculated and experimental results are compared for unsteady flows about airfoils and wings, including several of the cases from the AGARD Standard Aeroelastic Configurations. In two dimensions, the results include AGARD priority cases for the NACA 54A006, NACA 64A010, NACA 0012, and MBB-A3 airfoils. In three dimensions, the results include flow about the F-5 wing, a typical wing, and the AGARD rectangular wings. Viscous corrections are included in some calculations, including those for the AGARD rectangular wing. For several cases, the aerodynamic and aeroelastic calculations are compared with experimental results.

N85-25186# Messerschmitt-Boelkow-Blohm G.m.b.H., Bremen

THE APPLICATION OF TRANSONIC UNSTEADY METHODS FOR CALCULATION OF FLUTTER AIRLOADS

H. ZIMMERMANN In AGARD Transonic Unsteady Aerodyn. and its Aeroelastic Appl. 21 p (SEE N85-25171 15-01) Jan. 1985 refs Avail: NTIS HC A14/MF A01

With the development of supercritical profiles for aircraft wings the nonlinear unsteady aerodynamic methods in the application for flutter calculation became important. These nonlinear methods demand numerical methods of high accuracy and the inclusion of more physical effects was necessary than for the linear aerodynamic theory. For a representative section with two degrees of freedom and with the aerodynamic shape of the MBB-3 profile unsteady aerodynamic pressure distributions and coefficients for pitch and heave motions were calculated according to different unsteady aerodynamic methods. The steady and unsteady pressure distributions and coefficients were calculated by the Euler, the TSP, the Lin, TSP-Equation and by the Doublet Lattice method, with and without steady corrections. For the Lin, TSP (Linearized Transonic Small-Perturbation) the steady results of TSP and the full Potential Equation were used as the steady velocity potential. With the unsteady aerodynamic coefficients obtained with the different methods flutter calculations were done for the two-degree of freedom system in different frequency ranges. The so-called transonic-dip was found to differ for the aerodynamic methods used. Additionally effects were found which could be explained as probable two-dimensional effects.

N85-25187# National Aerospace Lab., Tokyo (Japan).
THE DEVELOPMENT OF UNSTEADY TRANSONIC 3-D FULL
POTENTIAL CODE AND ITS AEROELASTIC APPLICATIONS K ISOGAL In AGARD Transonic Unsteady Aerodyn, and its Aeroelastic Appl. 25 p (SEE N85-25171 15-01)

Avail: NTIS HC A14/MF A01

The unsteady transonic 3-D full potential code (USTF3), which is based on a two-step semi-implicit time-marching finite difference technique, is outlined. To validate the code the unsteady pressure distributions on the oscillating horizontal tail model (NORA WING) and on the RAE swept tapered wing with oscillating part-span control surface are calculated and compared with the experimental results. The results of the aeroelastic applications of the code, including the static and dynamic aeroelastic response calculations of a high-aspect-ratio transport wing and the time domain numerical simulation of an active control system for a supercritical wing, are Author

Advisory Group for Aerospace Research and N85-25188# Development, Paris (France).

SPECIAL COURSE ON V/STOL AERODYNAMICS:

ASSESSMENT OF EUROPEAN JET LIFT AIRCRAFT

R. S. WILLIAMS (British Aerospace PLC, Surrey)

(AGARD-R-710-ADDENDUM; AD-A155604) Avail: NTIS HC A02/MF A01

The European jet lift V/STOL was examined in order to illustrate the extent to which the power plant has affected aircraft layout and consequently the aerodynamic design. Direct comparisons of V/STOL with contemporary conventional layouts are made. The successful Harrier's aerodynamic progress is highlighted. Promised engine performance advances are shown to offer more aerodynamic freedoms to V/STOL design.

N#5-26638# Advisory Group for Aerospace Research and

Development, Neuilly-Sur-Seine (France).
COST EFFECTIVE AND AFFORDABLE GUIDANCE AND CONTROL SYSTEMS

Loughton, England Feb. 1985 290 p refs in ENGLISH and Proc. of the 39th symp., Izmir, Turkey, 16-19 Oct. FRENCH

(AGARD-CP-360; ISBN-92-835-0373-2; AD-A154327) Avail: NTIS HC A13/MFA01

This volume contains the Technical Evaluation Report, the Keynote address and 24 out of the 26 papers presented at the Guidance and Control Panel 39th Symposium. The papers covered the following topics: (1) cost effectiveness models/systems configuration and design tools; (2) low cost, high reliability guidance and control sensors; (3) computational techniques and data processing; (4) reduction of development and support costs; and (5) examples of cost-effective accomplishments and approaches. For individual titles see N85-26639 through N85-26662.

N85-26639# Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany). Aircraft Div. SOME ASPECTS OF HOW TO DESIGN COST-EFFECTIVE

FLIGHT CONTROL SYSTEMS

U. BUTTER and L. BOTZLER In AGARD Cost Effective and Affordable Guidance and Control Systems 14 p (SEE N85-26638 16-01) Feb. 1985 refs Avail: NTIS HC A13/MF A01

The design of flight control systems for fighter aircraft is discussed with respect to areas which contribute to minimizing life-cycle costs. As life-cycle costs include all costs accumulating during the whole life of the system, all phases from the design to in-service use are considered. Any structural and technological design features that are introduced to save costs during system operation and maintenance require additional development effort. Therefore, the expected cost benefit has to be balanced against the development effort invested into the system to achieve a cost-effective design.

N85-26640# Societe d'Applications Generales d'Electricite et

de Mecanique, Paris (France).

COMBINATORIAL PERFORMANCE/COST ANALYSIS OF AN AUTONOMOUS NAVIGATION SYSTEM FOR AIRCRAFT [ANALYSE COMBINATOIRE PERFORMANCES/COUTS DUN SYSTEME AUTONOME DE NAVIGATION POUR AERONEFS!

P. LLORET and G. LAVOIPIERRE In AGARD Cost Effective and Affordable Guidance and Control Systems 12 p (SEE N85-26638 16-01) Feb. 1985 refs in FRENCH Avail: NTIS HC A13/MF A01

A simple method is proposed for assisting the designer of autonomous navigation systems for aircraft in the choice of an optimal solution from the point of view of performance and cost. The proposed method is applied to a list of navigation system inertial navigation systems and on original rules uniting the price and the performance or the volume of the system considered. The combinatorial analysis proposed utilizes performance and cost data by comparing the cost of an inertial navigation system considered as a reference to the costs of solutions regarding a less effectively performing alternative inertial and one or more added sensors. The navigation of a combat helicopter is used to illustrate the method. Transl. by A.R.H.

N85-26641# Marconi Avionics Ltd., Rochester (England). NAVIGATION: ACCOUNTING FOR COPY

D. J. HAMLIN In AGARD Cost Effective and Affordable Guidance and Control Systems 11 p (SEE N85-26638 16-01) Feb. 1985

Avail: NTIS HC A13/MF A01

The ideal navigation system, from the point of view of the supplier, is a saleable system. From the user's point of view, the ideal navigation system would support the operational functions of his vehicle with perfect precision at all times. That the matching of these aims has been challenging is evidenced by the staggering array of systems which have been marketed for the purpose since the 1940's, the range of principles employed, their characteristics and their costs. The contending technologies for the navigation element of various types of guidance and control applications are surveyed. The practical constraints on both supplier and user in attaining the ideals are illustrated. Examples are presented from both civil and military fields which are relevant to guidance and control, where improvements in cost effectiveness are being

N85-26642# Naval Air Systems Command, Washington, D. C. DESIGN ADEQUACY: AN EFFECTIVENESS FACTOR

A. R. HABAYEB In AGARD Cost Effective and Affordable Guidance and Control Systems 16 p (SEE N85-26638 16-01) Feb. 1985 refs

Avail: NTIS HC A13/MF A01

The concept of system effectiveness is reviewed and examined from the perspective of weapon systems consisting of launch platforms, targeting avionics, weapons, and targets. The application of system effectiveness to hardware systems is based on three effectiveness factors: (1) reliability (dependability). (2) readiness (availability); and (3) design adequacy (capability). Design adequacy is a measure of how well a system performs its functions. It is the most desired factor in the definintion, design, and early stages of system development. A design adequacy quantification methodology is presented and the relationship between design limitation and adequacy is discussed. The design adequacy methodology is based on the measures of adequacy, system parameters, subsystem parameters and the employment phases of the system. In a weapon system context, the performance parameters of a guidance and control subsystem, are interdependent with the parameters of the remaining subsystems. The paper deals with three employment phases of a weapon system. The three phases are: (1) prelaunch phase; (2) free flight phase; and (3) end-game phase. Examples based on air-to-air missiles are given to illustrate these relationships and concepts.

N85-26643# Politecnico di Milano (Italy). THE EVOLUTE STATE: A NEW DEFINITION OF SYSTEM STATE TO INCLUDE SEQUENCING OF EVENTS

V. AMOIA and R. SOMMA (Selenia Spazio, Rome, Italy) In AGARD Cost Effective and Affordable Guidance and Control Systems 14 p (SEE N85-26638 16-01) Feb. 1985 refs Avail: NTIS HC A13/MF A01

The usual reliability modeling is based on the introduction of a system state (herewith referred to as macrostate) identified by the operating conditions (good, failed) of the system components. The inclusion of the information about the states sequencing, absent in the classical description, leads to the introduction of the concept of microstate. The peculiar properties of the microstate concept are discussed. A computing procedure was proposed, which shows that, despite the number of microstates, in general infinite, a truncated analysis can be performed to the desired degree of approximation.

N85-26644# Thomson-CSF, Issy les Moulineaux (France).
OPTMIZING THE SPECIFICATIONS FOR AN AIR-SURFACE LASER SYSTEM (OPTIMISATION DES SPECIFICATIONS DUN SYSTEME AIR-SURFACE LASER

J. P. MURGUE and D. EVRARD (MATRA Service Aerodynamique, Velizy-Villacoublay, France) In AGARD Cost Effective and Affordable Guidance and Control Systems 7 p (SEE N85-26638 16-01) Feb. 1985 refs in FRENCH Avail: NTIS HC A13/MF A01

Preliminary studies needed to specify a laser-guide air-to-surface attack system are presented as an example of meeting the requirements for cost effectiveness in weapons systems. Emphasis is on attacking missile launching patrol boats. It is shown that bombing is an economic solution and that it is possible to cost effectively optimize the definition of the nacelle of the laser designator for bombing which demands look back angle optimization, as well as the guidance of the bomb which must remain at very low altitude to satisfy predicted meteorological conditions, and be sufficiently precise for the acquisition of small, rapid targets.

N85-26645# Singer Co., Wayne, N. J.
DESIGN-TO-COST (DTC) METHODOLOGY TO ACHIEVE AFFORDABLE AVIONICS

A. J. SHAPIRO In AGARD Cost Effective and Affordable Guidance and Control Systems 18 p (SEE N85-26638 16-01) Feb. 1985 refs

Avail: NTIS HC A13/MF A01

In response to the continual exponential growth in the complexity and cost of military weapon systems, especially the electronics portions, the United States Department of Defense has implemented a Design to Cost (DTC) procurement policy. The objective of this policy is to meet essential and desired operational requirements in the most cost effective manner by setting cost targets at the start of the procurement process. A methodology is described for developing electronic equipment to meet DTC requirements. Specific management action is required in establishing an appropriate organization as well as procedures and guidelines for the engineering development process and subsequent production to achieve the cost targets. The critical role of computer aided design in optimizing the electronic system design is highlighted. An example of a DTC program successfully applied to the Lightweight Doppler Navigation System (LDNS) AN/APN-128 is reviewed.

N85-26646# Societe d'Applications Generales d'Electricite et de Mecanique, Paris (France).

PREGUIDANCE AND PILOTING WITH THE AID OF COMPOSITE INERTIAL SENSORS [PREGUIDAGE ET PILOTAGE A LAIDE DE SENSURS INERTIELS COMPOSITES]

J. RESSEGUIER /n AGARD Cost Effective and Affordable Guidance and Control Systems 15 p (SEE N85-26638 16-01) Feb. 1985 refs In FRENCH

Avail: NTIS HC A13/MF A01

To resolve the problem of preguiding small motors equipped with homing heads, SAGEM designed and built SIGAL (United integrated gyro-accelerometer system) equipment, compatible with constraints of volume, maintainability, and price. These sure measurement systems use: composite inertial sensors that are both rate gyros and accelerators; multiplexed loops; a strapdown arrangement; and an adapted electronic technology. The principle of the triazial measurement system is examined as well as the capabilities of SIGAL in meeting the needs of preguiding air-to-air, ground-to-air, and air-to-ground systems.

N85-26647# Litton Guidance and Control Systems, Woodland Hills, Calif

LASER GYROSCOPE RANDOM WALK DETERMINATION USING A FAST FILTERING TECHNIQUE

J. G. MARK and A. BROWN In AGARD. Cost Effective and Affordable Guidance and Control Systems. 17 p (SEE N85-26638 16-01). Feb. 1985. refs. Avait. NTIS HC A13/MF A01

In order to reduce the effect of quantization error on gyro test data, Litton has developed a high speed filter which outputs half second accumulated data samples. The quantization noise power in these samples is reduced by a factor greater than 512 while the random walk characteristics are virtually unaffected. High precision measurements of a gyro's random walk coefficient may therefore be obtained from a small data set. The operation of this fast filtering technique, is described, and its effect on gyro test data is analyzed, and laser gyro test results are presented which demonstrate the technique.

Author

N85-26648# Smiths Industries Ltd., Bishops Cleeve (England).
THE SERIES 2000: A MINIATURE GAS BEARING DTG FOR LOW COST STRAPDOWN GUIDANCE AND CONTROL

G. BEARDMORE In AGARD Cost Effective and Affordable Guidance and Control Systems 14 p (SEE N85-26638 16-01) Feb. 1985 refs

Avail: NTIS HC A13/MF A01

The development and status of a Dynamically Tuned Gyroscope (DTG) is described, with particular reference to the specialized technology employed to yield a cost effective design. Its configuration posesses a number of important advantages over those used in conventional tuned sensors, and allows, for the first time, a self acting gas bearing to be incorporated in a strapdown DTG. Other features of the design include the use of a capacitive pick off to replace the traditional inductive version, a high performance spin motor and a fully fabricated flexure hinge. this hinge overcomes many of the technical and commercial disadvantages of the now familiar carved from solid hinges. The problems that have hitherto prevented the application of gas bearing technology to tuned sensors are discussed. Current performance of the sensor is summarized and its advantages over contemporary rate sensors are compared with the requirements of future guidance and control applications. These include airborne, missile, underwater and surface systems where life, reliability, ready time and affordability are of prime importance.

N85-26649# Societe Francaise d'Equipements pour la Navigation Aerienne, Velizy-Villacoublay (France). Dept. Inertie et Optique. GYPOLASER GUIDANCE SYSTEM FOR MEDIUM RANGE MISSILES

B. DESALABERRY In AGARD Cost Effectiveness and Affordable Guidance and Control Systems 11 p (SEE N85-26638 16-01) Feb. 1985 refs In FRENCH; ENGLISH summary Avail: NTIS HC A13/MF A01

Laser gyro technology is now developed to the point where this type of inertial sensor can be used on medium range tactical missiles. After outlining the performances required for these sensors. The laser gyros and accelerometers chosen to construct an inertial system designed for the guidance and control of such a missile is described. The problems of filtering noise on the laser gyro readout signals is also be examined.

N85-26650# Societe Crouzet, Valence (France).

THE USE OF A SELF-COMPENSATED MAGNETOMETER IN AN ECONOMICAL NAVIGATION SYSTEM FOR THE HELICOPTER [UTILISATION DUN MAGNETOMETRE AUTOCOMPENSE DANS UN SYSTEME DE NAVIGATION ECONOMIQUE POUR HELICOPTERE]

J. L. ROCH, J. C. GOUDON, and P. CHAIX In AGARD Cost Effective and Affordable Guidance and Control Systems 10 p (SEE N85-26638 16-01) Feb. 1985 refs In FRENCH Avail: NTIS HC A13/MF A01

Analysis of a mission of a military helicopter show the need for installing a navigation system, since to assure its safety and avoid detection by enemy systems, the helicopter must follow the terrain at a height less than or equal to 50m, and at a varying speed. It is difficult to take bearings during the so-called tactical phases of flight. Various autonomous navigation systems are examined. The advantages of using a magnetometer, the choice of magnetic sensor, and the principles of compensation are discussed. Results obtained using a system with a three-axis static magnetometer on the PUMA SA 330 and the GAZELLE SA 34. helicopter aare summarized and conform to operational requirements of the French army for the GV76 and RDN 80 B.

Transl, by A.R.H.

N85-26651# European Organisation for the Safety of Air Navigation, Brussells (Belgium).

A COST-EFFICIENT CONTROL PROCEDURE FOR THE BENEFIT OF ALL AIRSPACE USERS

A. BENOIT and S. SWIERSTRA In AGARD Cost Effective and Affordable Guidance and Control Systems (SEE N85-26638 16-01) Feb. 1985 refs

Avail: NTIS HC A13/MF A01

A control procedure for conducting time of arrival constrained flights in an economic manner is proposed. This procedure is intended to be compatible with present day voice communications (human or synthetic) although it is primarily designed to be used

01 AERONAUTICS (GENERAL)

in conjunction with future automated digital data communications. The procedure is applicable to the transit of flights through terminal such as are considered in connection Zone-of-Convergence-type systems, and the final approach phase is accordingly integrated with the en route descent, cruise and (possibly) climb phases, or appropriate parts thereof. A detailed description of the procedure is presented together with brief summaries of the tests conducted in present and simulated future environments to assess its efficiency, and then sets out the results obtained to date and analyses them in terms of 4-d navigational accuracy and operational effectiveness. Author

N85-26652# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Brunswick (West Germany).

MODELLING FOR INCREASED **AIRCRAFT OPERATIONAL EFFICIENCY**

W. LECHNER and R. ONKEN In AGARD Cost Effective and Affordable Guidance and Control Systems 12 p (SEE N85-26638 16-01) Feb. 1985 refs

Avail: NTIS HC A13/MF A01

Accurate knowledge of the wind in magnitude and direction as a function of airspace position and time is an essential part for navigation and for fuel efficiency and efficient planning and control of air traffic. The demand for wind data in four dimensional guidance was examined. The calculation of the three dimensional flight path command subject to time-of-arrival constraints (fourth dimension) requires wind prediction along the complete flight path the aircraft is going to track. Since the flight path is calculated and updated on line wind information has to be available at any time for the respective three dimensional airspace. The wind data, currently available are not sufficient when used as single source. An actual wind situation can extremely deviate from what the MET service announces. Complementary or even quite different techniques emrge for wind estimation, in particular using modern aircraft sensor and computer equipment. Airborne wind estimation techniques were developed and implemented in the automatic digital flight control system of the DFVLR's test aircraft HFB 320. The efficiency of these techniques, is demonstrated.

N85-26653# British Aerospace Public Ltd. Co., Preston

A METHOD OF ESTIMATING AIRCRAFT ATTITUDE FROM FLY BY WIRE FLIGHT CONTROL SYSTEM DATA

R. J. V. SNELL In AGARD Cost Effective and Affordable Guidance and Control Systems 9 p (SEE N85-26638 15-01) Feb. 1985 refs

Avail: NTIS HC A13/MF A01

The use of active control technology (ACT) to control the aircraft flight both led to flight path sensors and associated computing. The use of these data to extract aircraft attitude was studied. This would avoid the requirement for supplementary hardware in the form of an attitude references system and Artificial horizon and could endow the source of attitude with the high integrity annd availability associated with flight control systems. An experimental application was flown on the ACT Fly-by-Wire Jaguar Demonstration aircraft using digital data originating in the Flight Control System. The flight results demonstrated good accuracy and stability in the general course of flying. If attitude can be established with sufficient accuracy, it is feasible to extract magnetic heading from a three axis magnetometer. Heading, together with attitude and air data information provides the basis for a dead reckoning navigation system. Such a basic system could be aided by a continuous terrain profile matching system to provide high accuracy navigation. The method offers a source of high integrity attitude and could serve as the basis for a low cost, highly accurate navigation system suitable for operation over digitally mapped terrain, either as a stand alone system or a back up for cross monitoring an inertial navigation system.

N85-26654# Marconi Avionics Ltd., Rochester (England). Airport

THE IMPACT OF VLSI ON GUIDANCE AND CONTROL SYSTEM **DESIGN**

D. PRICE In AGARD Cost Effective and Affordable Guidance and Control Systems 4 p (SEE N85-26638 16-01) Feb. 1985

Avail: NTIS HC A13/MF A01

The potential of very large scale integrated circuit technology to reduce cost, including life cycle cost, of avionics systems was examined. Trends in methods of silicon realization and in system complexity are related to the necessary advances in methods of system design. A generic system design approach is outlined, which emphasis the discilines which are likely to enable cost-effective semicustom circuit design to become viable.

FAK

N85-26655# Air Force Armament Lab., Eglin AFB, Fla. REUSABLE SOFTWARE: A CONCEPT FOR COST REDUCTION

C. M. ANDERSON and M. HENNE In AGARD Cost Effectiveness and Affordable Guidance and Control Systems 6 p (SEE N85-26638 16-01) Feb. 1985 refs
Avail: NTIS HC A13/MF A01

The cost of military computer systems is increasing rapidly, and the percentage of the total cost attributed to software is also increasing. Several underlying causes for this increase are discussed. While the new United States (US) Department of Defense (DoD) standard high order language, Ada, will significantly help to reduce the software cost growth, other solutions must be sought. Reusable software component technology and associated parts composition sytems are presented as possible solutions.

N85-26656# Software Sciences Ltd., Farnborough (England). MAINTAINING CONSISTENCY AND ACCOMMODATING NETWORK REPAIR IN A SELF-REGENERATIVE DISTRIBUTED DATABASE MANAGEMENT SYSTEM (A DISCUSSION OF THE MEANS AND COST)

M. REILLY, P. R. TILLMAN, R. CATT, and R. B. MOORE In AGARD Cost Effective and Affordable Guidance Control Systems 11 p (SEE N85-26638 16-01) Feb. 1985 refs Avail: NTIS HC A13/MF A01

The ADDAM is a data base management system that maintains a real-time data base which is partitioned and replicated amongst a number of computers connected in a local area network. With a centralized or quasidistributed data base, damage to particular components caused effective loss of the whole system due to loss of data. The ADDAM can tolerate substantial damage to the network with little degradation of performance or loss of data. Some of the protocols used by ADDAM to maintain data consistence are described. It is shown that it is possible to provide a very high degree of data reliability within a resilient real-time distributed data base. However, the cost is quite large, both in terms of the amount of computer resources consumed by the data base software and the number of internode message generated on the network.

N85-26657# Bodenseewerk Geraetetechnik G.m.b.H.,

Ueberlingen (West Germany). Missile Div.
SIMULATION: A TOOL FOR COST-EFFECTIVE SYSTEMS
DESIGN AND LIVE TEST REDUCTION

R. GAUGETT In AGARD Cost Effective and Affordable Guidance and Control Systems 9 p (SEE N85-26638 16-01) Feb. 1985

Avail: NTIS HC A13/MF A01

Taking advanced passive infrared guided missiles as an example missile system simulation - both software and realtime hardware-in-the-loop including background - is a valuable tool to find cost-effective system designs and also to drastically reduce costs of field testing and live firing trials. The development of complex missile systems becomes questionable from a cost standpoint if the majority of the increased test efforts for this type of missiles is not substituted by missile system simulation. The author addresses Bodenseewrk's missile system simulation philosophy, simulation methods, high level programming language and the interfaces between the involved hardware and software. An in-depth discussion of the influence of simulation onto the

flight testing requirements of missile developments and the resultant cost savings conclude this paper. G.L.C.

N\$5-26658# Bodenseewerk Geraetetechnik G.m.b.H., Ueberlingen (West Germany).

A DESCRIPTION OF THE PROCESS OF ELABORATING MAN-MACHINE DIALOG IN AN AIRCRAFT EQUIPPED WITH CATHODE TUBES: ROLES AND SPECIFICATIONS OF PILOTED SIMULATION METHODS [DESCRIPTION DU PROCESSUS DELABORATION DU DIALOGUE HOMME MACHINE DANS LES AVIONS DARMES EQUIPES DE TUBES CATHODIQUES ROLE ET DESCRIPTION MOYENS SIMULATION PILOTEE!

P. HELIE In AGARD Cost Effective and Affordable Guidance and Control Systems 12 p (SEE N85-26638 16-01) Feb. 1985 refs. In FRENCH

Avail: NTIS HC A13/MF A01

The use of cathode ray tubes (or systems permitting equivalent representations) on future military aircraft is envisioned as well as multiplexed commands implanted in joysticks and throttles, and a system of vocal dialog. Engineers studying man-machine dialog must reexamine established principles and develop other work methods. Documents developed for defining the different stages of development of such a system and tasks required for validating man-machine dialog are examined. The operational OASIS system developed for the Mirage 2000 aircraft for piloted simulation is described.

N85-26659# Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany).

TERRAIN FOLLOWING WITHOUT USE OF FORWARD LOOKING SENSORS

H. F. SCHWEGLER and B. SCHREINER In AGARD Cost Effective and Affordable Guidance and Control Systems 3 p (SEE N85-26638 16-01) Feb. 1985 refs

Avail: NTIS HC A13/MF A01

A system is presented which allows an aircraft to follow a preplanned vertical profile along a planned route. Using a simple representation of the planned vertical profile instead of terrain data the computational tasks to be performed in the aircraft in real time are minimized. This system may ease some operational problems of todays military aircraft when flying in hostile environment until the advent of more sophisticated systems likely to be based on the intelligent combination of forward looking sensor data and stored map derived information.

N85-26660# Technische Univ., Brunswick (West Germany).
THE USE OF PRESSURE SENSING TAPS ON THE AIRCRAFT WING AS SENSOR FOR FLIGHT CONTROL SYSTEMS

D. BRUNNER In AGARD Cost Effective and Affordable Guidance and Control Systems 8 p (SEE N85-26638 16-01) Feb. 1985 refs

Avail: NTIS HC A13/MF A01

For the low speed operation of aircraft, during STOL-take off or STOL-landing and for windshear situations a precise measurement of the state of the aerodynamic flow is required. Normally the dynamic pressure is used to assess the state of flow, thus defining the stall margin in terms of a speed factor. However, flying at higher lift coefficients, a precise maintainence of a given lift coefficient by controlling the speed is no longer feasible. Instead, controlling the angle of attack or controlling the lift coefficient directly should be used. Some methods for the measurement and the control of the state of the aerodynamical flow including wing tap pressure measurements are discussed. Wind tunnel results are presented, that show the pressure distribution of a slotted STOL-wing and the typical relationship between the tap pressure, angle of attack and flap angle. Wing tape pressure measurements taken with the STOL-aircraft Do 28 aircraft are then discussed showing the feasibility of the method described to sense the state of flow.

N85-26661# Ferranti Defence Systems Ltd., Edinburgh (Scotland).

LOW COST TWO GIMBAL INERTIAL PLATFORM AND ITS SYSTEM INTEGRATION

R. N. PRIESTLEY and J. B. TOWLER In AGARD Cost Effective and Affordable Guidance and Control Systems 14 p (SEE N85-26638 16-01) Feb. 1985 refs
Avail: NTIS HC A13/MF A01

The development of more accurate inertial systems has led to more expensive inertial instruments and complex electronics. Future navigation systems will require further improvements in accelerometer and gyro design in order to achieve the required performance. There are however doubts as to whether autonomous inertial systems will be sufficiently accurate. An alternative approach is to combine a second sensor with the inertial system to improve performance, for example doppler velocities or NAVSTAR/GPS positions and velocities. The inertial platform may then be simplified, retaining high accuracy only in the platform parameters having an impact on the integrated system performance. This simplification allows lower cost of ownership with an increase in reliability and a medium accuracy reversion capability. The inertial system computer may be programmed with the integration software so avoiding a separate dedicated integration computer with the consequent decrease in reliability.

N85-26662# Kongsberg Vapenfabrikk A/S (Norway).
COST-EFFECTIVE MISSILE GUIDANCE THROUGH
DISTRIBUTED ARCHITECTURE AND STANDARD PROCESSES
H. GLOERUD /n AGARD Cost Effective and Affordable Guidance
and Control Systems 6 p (SEE N85-26638 16-01) Feb. 1985
refs

Avail: NTIS HC A13/MF A01

The development of the Penguin MK3 missile was initiated by the Royal Norwegian Air Force as a modern stand-off weapon for the F-16 aircraft. The guidance and control system of this missile is built upon the most modern principles using all digital electronics with distributed computational power. The system is separated in 6 main functions, each with its own powerful processor. High performance is achieved through the use of latest generation standard microprocessors and connected together by a high capacity data bus. Some of the results obtained from this development are described.

GL.C.

N85-28913# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

HELICOPTER AEROMECHANICS

Loughton, England Apr. 1985 329 p refs Lectures held in Brunswick, 2-3 May 1985, in Rome, 6-7 May 1985, and in St. Louis, 21-22 May 1985

(AGARD-LS-139; ISBN-92-835-1499-8; AD-A155946) Avail: NTIS HC A15/MF A01

A variety of information relevant to helicopters is presented. Topics range from actual aerodynamic studies to computerized simulation as employed in flight simulators. For individual titles see N85-28914 through N85-28920.

N85-28914# Technische Univ., Brunswick (West Germany). Inst. füer Flügmechanik.

HELICOPTER AEROMECHANICS: INTRODUCTION AND HISTORICAL REVIEW
G. REICHERT In AGARD Helicopter Aeromech. 23 p (SEE

G. REICHERT In AGARD Helicopter Aeromech. 23 p (SEE N85-28913 18-01) Apr. 1985 refs Avail: NTIS HC A15/MF A01

Although the current generation of civil and military helicopters have greatly improved upon the previous generations, rotorcraft technology still has the potential for decided improvements. As high-payoff technologies aeromechanics (aerodynamics/dynamics), structures/materials, avionics/flight controls, and engine drive system technology can be identified, of which aeromechanics will be discussed in more detail. The general role of aeromechanics in military and civilian applications to rotary wing aircraft will be summarized and an overview of the state of the art will be given. In addition to direct performance improvements, there is great opportunity to improve the operating characteristics to a degree that the full performance characteristics inherent in the designs may be realized. Some current systems fail in the utilization of their full performance as a result of dynamical limitations or high vibrational levels.

GLC.

Office National d'Etudes et de Recherches N85-28915# Aerospatiales, Paris (France).

A SURVEY OF RECENT DEVELOPMENT IN HELICOPTER **AERODYNAMICS**

J. J. PHILIPPE, P. ROESCH, A. M. DEQUIN, and A. CLER AGARD Helicopter Aeromech. 40 p (SEE N85-28913 18-01) Apr. 1985 refs Prepared in cooperation with Societe Nationale Industrielle Aerospatiale, Marignane, France Avail: NTIS HC A15/MF A01

Various aspects of helicopter aerodynamics are addressed. The aerodynamics of isolated rotors and fuselages as well as some topics in interactional aerodynamics are dealt with.

N85-28916# Loughborough Univ. of Technology (England). ROTORCRAFT NOISE

J. B. OLLERHEAD In AGARD Helicopter Aeromech. 38 p. (SEE N85-28913 18-01) Apr. 1985 refs Avail: NTIS HC A15/MF A01

The mechanisms of rotor noise generation are reviewed including methods for noise prediction and low noise design. Attention is focussed on the subjective effects of helicopter noise and the consequent requirements for statutory noise regulation. The economic and operational implications are discussed.

National Aeronautics and Space Administration. N85-28917°# Ames Research Center, Moffett Field, Calif. RECENT DEVELOPMENTS IN THE DYNAMICS OF ADVANCED **ROTOR SYSTEMS**

W. JOHNSON In AGARD Helicopter Aeromech. 51 p (SEE N85-28913 18-01) Apr. 1985 refs Avail: NTIS HC A15/MF A01 CSCL 01C

The problems that have been encountered in the dynamics of advanced rotor systems are described. The methods for analyzing these problems are discussed, as are past solutions of the problems. To begin, the basic dynamic problems of rotors are discussed: aeroelastic stability, rotor and airframe loads, and aircraft vibration. Next, advanced topics that are the subject of current research are described: vibration control, dynamic inflow, finite element analyses, and composite materials. Finally, the dynamics of various rotorcraft configurations are considered: hingeless rotors, bearingless rotors, rotors with circulation control, coupled rotor/engine dynamics, articulated rotors, and tilting proprotor

N85-28918# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Brunswick (West Germany). Flugmechanik

MISSION REQUIREMENTS AND HANDLING QUALITIES

B. GMELIN and H. J. PAUSDER In AGARD Helicopter Aeromech. 37 p (SEE N85-28913 18-01) Apr. 1985 refs Avail: NTIS HC A15/MF A01

With the appearance of new missions for helicopters and with the development of a new generation of rotary-wing aircraft it has become obvious at the latest that future activities in the field of handling qualities must include the mission characteristics as well as the influences of the different subsystems implemented in the helicopter system. Therefore, mission analyses and consideration of system elements influencing mission performance are the basis for this work. The missions under consideration emphasize military missions but refer to civil missions, too. The system elements influencing mission performance include the basic helicopter, the pilot, the information system, the control system, interfaces, etc.

G.L.C

N85-28919# Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany).

THE ROLE OF SIMULATION

H. HUBER and P. KRAUSPE In AGARD Helicopter Aeromech. 35 p (SEE N85-28913 18-01) Apr. 1985 refs Avail: NTIS HC A15/MF A01

The development of helicopter flight simulation has undoubtedly made considerable progress in the past decade. Due to the helicopter specific flight regime, which is essentially characterized by low altitude flying (NOE), low to moderate speeds, and distinct stability and control behavior, the simulation of rotorcraft sets high standards to the simulation quality. An overview about the various simulation techniques and their specific application during research and development work is presented. First, the details and capabilities of the round-based simulation are discussed. Stringent requirements for real-time simulation result in the use of comprehensive math models, representing the aerodynamic and dynamic complexities of rotary-wing aircraft. In addition, great effort has to be made to simulate the environmental scenario, such as visual and motional cues. Advances are especially made on the field of generating and displaying visual imagery. The technique of computer generated images (CGI) and the progress achieved, e.g., in the field-of-view and resolution, is demonstrated.

Royal Aircraft Establishment, Bedford (England). N85-28920# Helicopter Aeromechanics Section

FLIGHT TESTING FOR PERFORMANCE AND FLYING **QUALITIES**

G. D. PADFIELD In AGARD Helicopter Aeromech. 51 p (SEE N85-28913 18-01) Apr. 1985 refs Avail: NTIS HC A15/MF A01

A systematic review of flight test techniques and test data interpretation methods for helicopter performance and flying qualities is presented. The distinction is drawn between quasi-steady and dynamic testing and within these categories both clinical and role-related techniques are discussed. Performance topics covered include steady state performance in hover and forward flight, flight envelope boundaries, take-off and landing performance, and helicopter agility. Flying qualities topics begin with a treatment of static stability tests and progress to dynamic stability, control response, system identification and role-related evaluation techniques. Testing appropriate to certification and development phases and research activities are addressed. The exploratory nature of flight testing is evident throughout this work and safety aspects are emphasized when required. Results from recent and past test programs are used to illustrate the forms in which flight data can be presented, and data reduction and analysis methods established and under development are reviewed.

Author

N86-11147# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

AERODYNAMICS AND ACOUSTICS OF PROPELLERS

Loughton, England Feb. 1985 458 p refs in ENGLISH and FRENCH Symp. held in Toronto, 1-4 Oct. 1984 (AGARD-CP-366; ISBN-92-835-0374-0; AD-A156047) Avail: NTIS HC A20/MF A01

A state of the art review of the aerodynamic design and testing of modern propellers, acoustic and vibration environmental problems and their solutions, and considerations in the integration of the propeller(s) and airframe is presented. Propellers have recently become a focus of attention after having been neglected for many years. The efficient use of propellers as a propulsion medium up to Mach 0.6 was realized at the expense of high noise and vibration. Since the mid-1970s there have been many developments, including the propfan, with an aerodynamic efficiency of 80% at Mach 0.8 now seriously challenges the fanjet. The advent of the supercritical airfoil is another significant development beginning to influence propeller design. For individual titles see N86-11148 through N86-11176.

N86-11148# Lockheed-Georgia Co., Marietta. Advanced Concepts Dept.

REVIEW OF ADVANCED TURBOPROP TRANSPORT **ACTIVITIES**

R. H. LANGE Ir. AGARD Aerodyn, and Acoustics of Propellers 16 p (SEE N86-11147 02-01) Feb. 1985 refs Avail: NTIS HC A20/MF A01

The application of advanced technologies shows the potential for significant improvement in the fuel efficiency and operating costs of future transport aircraft envisioned for operation in the 1990s time period. One advanced turboprop concept originated by Hamilton Standard and NASA is known as the propfan. The concept features a highly loaded, multibladed, variable pitch propeller geared to a high pressure ratio gas turbine engine. The blades have high sweepback and advanced airfoil sections to achieve 80 percent propulsive efficiency at M=0.80 cruise speed. Aircraft system studies have shown improvements in fuel efficiency of 15 to 20 percent for propfan advanced transport aircraft as compared to equivalent turbofan transports. Beginning with the Lockheed C-130 and Electrica turboprop aircraft, an overview of

the evolution of propfan aircraft design concepts and system studies is presented. These system studies include possible civil and military transport applications and data on the performance, community and far field noise characteristics and operating costs of propfan aircraft design concepts. NASA Aircraft Energy Efficiency (ACEE) program propfan projects with industry are reviewed with respect to system studies of propfan aircraft and recommended flight development programs.

N86-11149# Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

AERODYNAMIC METHOD USED IN FRANCE FOR ADVANCED

FAST PROPELLER STUDY

M ROUSQUET In AGARD Aerodyn, and Acoustics of Sab 1985 refs In Propellers 15 p (SEE N86-11147 02-01) Feb. 1985 refs In FRENCH; ENGLISH summary Original language document previously announced in IAA as A85-15840 Avail: NTIS HC A20/MF A01

Computational techniques and programs currently in use in the design analysis of aircraft propellers are surveyed and illustrated with diagrams and graphs of typical results. Methods examined include lifting line, incompressible lifting surface, three dimensional compressible, and three dimensional Euler; both classical and advanced propeller designs are considered. The Euler analysis of the experimental propeller HT1 being developed for ONERA is explored in detail, evaluating the effects of tip speed ratio, Mach number, number of blades, hub diameter, and a tapered diameter hub shroud.

N86-11150# Centre National de la Recherche Scientifique, Orsay

DESIGN CONCEPT AND PERFORMANCE PREDICTION TECHNIQUE FOR POTENTIAL FLOWS AROUND ADVANCED **PROPFLLERS**

T. S. LUU and R. COLLERCANDY In AGARD Aerodyn, and Acoustics of Propellers 12 p (SEE N86-11147 02-01) 1985 refs

Avail: NTIS HC A20/MF A01

The design concept and performance prediction technique for potential flows around advanced propellers is presented. The design of propellers is based on the panel method, applied to the lifting surface theory in which the flow is supposed to be incompressible. A transonic performance prediction technique is developed where the resulting potential equation is solved by a finite difference approximate factorization method in a body fitted grid system. Both two and three dimensional results are presented. Author

N86-11151# Aircraft Research Association Ltd., Bedford

REVIEW OF ARA RESEARCH INTO PROPELLER AERODYNAMIC PREDICTION METHODS

In AGARD Aerodyn, and A. J. BOCCI and J. I. MORRISON Acoustics of Propellers 19 p (SEE N86-11147 02-01) 1985 refs

Avail: NTIS HC A20/MF A01

An improved wake method involving a numerical solution to Goldstein's wake flow model was developed and the effects of removing Goldstein's limiting assumptions are illustrated. The representation of ARA-D airfoil data for use with the wake methods is considered, covering the wide range of geometry and flow conditions likely to be encountered on operating blades. The importance of finite blade effects is discussed and a tip relief correction is shown to improve predictions of experimental blade pressures and loadings. A method was developed to calculate the flow induced by a prescribed wake vortex sheet and some of the issues arising in calculating the flow development from the propeller disc downstream are illustrated. A three dimensional method involving solution of the compressible potential flow equation was developed, capable of predicting the blade flow in some detail for general multiblade configurations. Comparisons with experiment are shown for two blade cases.

N86-11152# Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

MODERN PROPELLER PROFILES

A. M. RODDE, J. J. CUNY (Societe Ratier Figeac, France), and J. J. THIBERT In AGARD Aerodyn, and Acoustics of Propellers 12 p (SEE N86-11147 02-01) Feb. 1985 refs in FRENCH Original language document previously announced in IAA as

Avail: NTIS HC A20/MF A01

The design of a family of advanced profile composite aircraft propellers is presented, and the results of wind tunnel tests performed at the ONERA Modane S3 and CEATY S10 facilities are reported. The design specifications are outlined; the definition of profiles with relative thicknesses 4, 7, 12, and 20 percent is explained; and the test results are presented in graphs and diagrams. Significant performance improvements (relative to a NACA 16707 reference profile) are observed, including 43 and 8 percent better lift/drag ratios for cruising and ascent, respectively, 15 percent better Cz max, and equivalent critical Mach number at lower drag. The first planned application is to the Transall C160 two engine turboprop transport aircraft.

N86-11153# National Aerospace Lab., Amsterdam (Netherlands)

AERODYNAMICS OF WIDE-CHORD PROPELLERS NON-AXISYMMETRIC FLOW

J. B. H. M. SCHULTEN In AGARD Aerodyn, and Acoustics of Propellers 10 p (SEE N86-11147 02-01) Feb. 1985 refs Avail: NTIS HC A20/MF A01

A lifting surface analysis is presented for propellers in nonaxisymmetric flow. In the analysis the Euler equations linearized about a uniform subsonic main flow are solved after separation of variables in cylindrical coordinates. This solution is obtained via an integral equation for the force distribution over the upper and lower surfaces of the blades which replaces the action of the propeller on the surrounding fluid. The boundary condition of vanishing normal velocity is applied at the actual blade surfaces, thus leading to a nonhelicoidal, unsteady lifting surface theory for propellers. Since the integral equation is solved most efficiently per circumferential Fourier component of the inflow distortion field. symmetric inflow is included naturally as the zeroth term of the Fourier series. General blade shapes can be handled as the blades may be swept both axially and azimuthally. There is no inherent limitation to the propeller tip Mach number. Apart from the calculation of the unsteady blade loading, expressions for the velocity and pressure fields are derived, in which the propeller slipstream appears explicitly as part of the complete velocity field in a form perfectly suited for wing interference calculations.

Author

N86-11154# Cranfield Inst. of Tech., Bedford (England). Coll. of Aeronautics

ON THE AERODYNAMICS OF INSTALLED PROPELLERS

M. E. ESHELBY In AGARD Aerodyn, and Acoustics of Propellers 15 p (SEE N86-11147 02-01) Feb. 1985 refs NTIS HC A20/MF A01

When the propeller is installed on the aircraft there will be mutual influence between the airframe and the propeller and its slipstream, two sources of that interference are examined. First, as the aircraft angle of attack changes with forward speed the angle of attack of the propeller also changes giving rise to forces and moments other than thrust and torque. Second, the high energy slipstream may pass over the tailplane and so affect the tail lift force, and in consequence a pitching moment due to power may be produced. These two effects are considered separately and means are suggested to estimate their magnitude and their effect on the handling qualities of the aircraft.

N86-11155# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Brunswick (West Germany). Inst. fuer Entwurfsaerodynamik

A UNIFIED APPROACH FOR THE AERODYNAMICS AND ACOUSTICS OF PROPELLERS IN FORWARD MOTION

A. DAS In AGARD Aerodyn, and Acoustics of Propellers 28 p. (SEE N86-11147 02-01) Feb. 1985 refs Avail: NTIS HC A20/MF A01

The aerodynamics and the acoustics of moving bodies or surfaces follow the same basic laws of disturbance propagation

01 AERONAUTICS (GENERAL)

and hence can be treated in a unified way. Further advancements of the propeller theories have two objectives: attaining better propulsive efficiency and producing less noise at high forward speeds. A unified aerodynamic and acoustic theory of propeller in forward motion is formulated and analyzed in detail describing the aspect of disturbance propagation from singularities in arbitrary motion, derivation of the spatial and temporal dilatations concerned with the propagation process, generalized exposition of the solution method for aerodynamics and acoustics and an extended sweep technique to determine the inducing effect of moving surfaces. In view of the flow field of a propeller being not completely irrotational the use of pressure potential proves to be more suitable in the numerical methods. The results of the analysis are illustrated by

N86-11156*# National Aeronautics and Space Administration. Langley Research Center, Hampton, Va.
THEORETICAL ANALYSIS OF LINEARIZED ACOUSTICS AND

AERODYNAMICS OF ADVANCED SUPERSONIC PROPELLERS F. FARASSAT In AGARD Aerodyn, and Acoustics of Propellers 15 p (SEE N86-11147 02-01) Feb. 1985 refs Avail: NTIS HC A20/MF A01 CSCL 01A

The derivation of a formula for prediction of the noise of supersonic propellers using time domain analysis is presented. This formula is a solution of the Ffowcs Williams-Hawkings equation and does not have the Doppler singularity of some other formulations. The result presented involves some surface integrals over the blade and line integrals over the leading and trailing edges. The blade geometry, motion and surface pressure are needed for noise calculation. To obtain the blade surface pressure, the observer is moved onto the blade surface and a linear singular integral equation is derived which can be solved numerically. Two examples of acoustic calculations using a computer program are currently under development. Author

N86-11157# Lockheed-California Co., Burbank ARBITRARY A GENERAL THEORY OF ARBITRARY MOT AERODYNAMICS USING AN AEROACOUSTIC APPROACH MOTION L. N. LONG and G. A. WATTS In AGARD Aerodyn, and Acoustics of Propellers 12 p (SEE N86-11147 02-01) Feb. 1985 refs Avail: NTIS HC A20/MF A01

The theoretical aspects of a new unsteady aerodynamics method that uses time domain aeroacoustic integral equations is described. Recent advances in theoretical aeroacoustics permit the development of general unsteady aerodynamics methods. The effects of thickness, compressibility, and arbitrary motions may be calculated for subsonic and supersonic flows. Most linearized unsteady aerodynamics methods today are limited to zero thickness effects and sinusoidal motion. The equations presented will make it possible to develop computer codes for complex three dimensional bodies, including not only complete aircraft configurations, but rotating propellers and helicopter blades as well. Panel methods for steady aerodynamics are widely used in the aircraft industry for such configurations, the present method should permit equally general configurations to be solved in unsteady motion, using a time stepping procedure. Author

N86-11158'# National Aeronautics and Space Administration Lewis Research Center, Cleveland, Ohio.
SUMMARY OF RECENT NASA PROPELLER RESEARCH

D. C. MIKKELSON, G. A. MITCHELL, and L. J. BOBER In AGARD Aerodyn. and Acoustics of Propellers 24 p (SEE N86-11147 02-01) Feb. 1985 refs Previously announced as N84-32344

Avail: NTIS HC A20/MF A01 CSCL 01A

Advanced high speed propellers offer large performance improvements for aircraft that cruise in the Mach 0.7 to 0.8 speed regime. At these speeds, studies indicate that there is a 15 to near 40 percent block fuel savings and associated operating cost benefits for advanced turboprops compared to equivalent technology turbofan powered aircraft. Recent wind tunnel results for five eight to ten blade advanced models are compared with analytical predictions. Test results show that blade sweep was important in achieving net efficiencies near 80 percent at Mach 0.8 and reducing nearfield cruise noise about 6 dB. Lifting line and lifting surface aerodynamic analysis codes are under development and some results are compared with propeller force and probe data. Also, analytical predictions are compared with

some initial laser velocimeter measurements of the flow field velocities of an eight bladed 45 swept propeller. Experimental aeroelastic results indicate that cascade effects and blade sweep strongly affect propeller aeroelastic characteristics. Comparisons of propeller nearfield noise data with linear acoustic theory indicate that the theory adequately predicts nearfield noise for subsonic tip speeds, but overpredicts the noise for supersonic tip speeds.

N86-11159# Societe Nationale Industrielle Aerospatiale, Marignane (France).

DYNAMIC BEHAVIOR OF A PROPFAN

J. M. BESSON and D. PETOT (ONERA, Paris) In AGARD Aerodyn. and Acoustics of Propellers 15 p (SEE N86-11147 02-01) Feb. 1985 refs In FRENCH Original language document previously announced in IAA as A85-15842 Avail: NTIS HC A20/MF A01

The dynamic behavior of a 1 m diameter 12 blade propfan model is investigated analytically and experimentally. Both the propfan and its individual blades are analyzed using two versions a simplified beam model and the finite element codes ASTRONEFF and SAMCEF, considering blades of Dural alloy. CFRF, and foam filled CFRP. The modeling techniques are illustrated, and results are presented in graphs and tables. The single blade findings are compared with the results of wind tunnel tests performed at the ONERA Mondane S1 facility, and the errors of the models are found to be of the order 10 percent. The ASTRONEFF procedure is shown to be best adapted to the foam filled ribbed CFRP blade to be used in the actual propfan model. Preliminary computations of the aerodynamics and static deformation of the propfan are also presented.

N86-11160# De Havilland Aircraft Co. of Canada Ltd., Downsview

PERFORMANCE EVALUATION OF FULL SCALE PROPELLERS BY WIND TUNNEL TEST

D. J. BARBER In AGARD Aerodyn, and Acoustics of Propellers 12 p (SEE N86-11147 02-01) Feb. 1985 refs Avail: NTIS HC A20/MF A01

A large propeller test facility was developed for the nine meter wind tunnel. The facility is described along with the propeller test rig features and associated drive system. Propeller performance measurement philosophy, test procedures and calibrations are discussed. In cooperation with Dowty Rotol Ltd. and Hartzell Inc., two currently available propeller designs were tested. The two 8.5 foot diameter propeller suitable for a DHC Twin Otter size of aircraft provided an evaluation of alternative airfoil applications: the ARA-D series and NACA 16 series. Results have demonstrated propeller efficiencies close to manufacturers estimates for clean well finished blades. Forward and reverse thrust testing results are discussed with respect to aircraft application. Prediction methods tend to over estimate efficiencies due to hardware features encompassing blade finish, blade root/spinner juncture, spinner openings, erosion protection and deicer equipment. Typical results illustrating the influence on propeller performance of such features

N86-11161# Institut de Mecanique des Fluides de Marseille

STUDY OF THE 3D WAKE OF AN AERIAL PROPELLER LETUDE DU SILLAGE 3D D'UNE HELICE AERIENNE!

D. FAVIER and C. MARESCA In AGARD Aerodyn, and Acoustics of Propellers 22 p (SEE N86-11147 02-01) Feb. 1985 In FRENCH

Avail: NTIS HC A20/MF A01

An analysis of the near and far wake of a four blade aerial propeller, operated under various working parameters and following various adjustments, was carried out with hot wire anemometry. Empirical laws were synthesized which provide the axial translation velocity of the tip vortices, the rate of wake radial contraction, in such a way that the stability limit of the vortex system is established as a function of azimuth rotation and as an extended range of the working parameters active in the range from null to maximum thrust. For a given functional regime, the determination of the three dimensional induced velocity field is effective in different sections downstream of the wake and conducted in a detailed characterization of the geometry and associated vortex intensity, in the azimuth function and the axial distance to the downstream of the plane of rotation.

N86-11162# Dornier-Werke G.m.b.H., Friedrichshafen (West Germany).

INVESTIGATIONS OF MODERN GENERAL AVIATION PROPELLERS

H. ZIMMER, R. HOFFMANN (Hoffmann-Propellers, Rosenheim, West Germany), and K. H. HORSTMANN (DFVLR, Brunswick) In AGARD Aerodyn, and Acoustics of Propellers 14 p (SEE N86-11147 02-01) Feb. 1985 refs

Avail: NTIS HC A20/MF A01 After a period of stagnation in the years following WW2 an accelerated movement towards propeller propulsion has taken place in recent years. Because of its inherent propulsive advantages the propeller propulsion has a considerable development potential. Initial analyses of the state of the art of propeller technology in the General Aviation field by means of flight and wind tunnel tests as well as by aerodynamic and acoustic calculations have shown possibilities for improvement, mainly in the lower and medium speed range. Improved propellers were designed and analyzed theoretically and experimentally. Newly designed supercritical airfoils with high lift to drag ratios at high lift were used. To find the optimum blade shapes associated with minimum supervelocities, also several tip snapes were analyzed. After wind tunnel tests the best of the propeller designs was selected for full scale flight test. A set of experimental propellers for the Do 228 Experimental aircraft was developed, constructed and tested. Improvements were achieved in the whole flight regime. The experience of this propeller development program was used to design a high performance high speed General Aviation propeller for M = 0.6 flight.

N86-11163# Dowty Rotol Ltd., Gloucester (England).
AERODYNAMIC AND STRUCTURAL ASPECTS OF PROPELLER
AND DRIVE FOR A 1/5 SCALE WIND TUNNEL PROGRAMME
FI. M. BASS, B. MUNNIKSMA (National Aerospace Lab..

Amsterdam), and J. WANHENGST (Royal Netherlands Aircraft Factories Fokker, Schiphol-Oost) /n AGARD Aerodyn. and Acoustics of Propellers 18 p (SEE N86-11147 02-01) Feb. 1985 refs

Avail: NTIS HC A20/MF A01

The paper describes the development of a model propeller and its calibration in association with an axisymmetric nacelle in the National Aerospace Laboratory low speed tunnel in Amsterdam before testing on a complete 1/5 scale model of the Fokker in the DNW (German-Dutch wind tunnel). The calibration so obtained, allowed the required operating propeller conditions to be set up on the complete F50 model. The influence of Reynolds number on correction for scale effects, between experimental model results and full scale prediction. A previously unsuspected and unavoidable vibration originating in the reduction gear train of the drive unit gave rise to high propeller blade stresses, ultimately leading to a blade failure. In order to continue running with minimum delay, new propeller blades with high internal damping were manufactured from composite materials, and the program was successfully concluded.

N86-11164# De Havilland Aircraft Co. of Canada Ltd., Downsview (Ontario).

SOME CONSIDERATIONS IN PROPELLER AND AIRFRAME INTEGRATION

B. EGGLESTON In AGARD Aerodyn, and Acoustics of Propellers 11 p (SEE N86-11147 02-01) Feb. 1985 refs Avail: NTIS HC A20/MF A01

The paper review elected items of R and D limited in support of propeller driven transport aircraft. The topics include the design of new propeller airfoils, two dimensional tests of selected airfoils, and estimates are presented of the resulting benefits in propeller performance. The application of numerical optimization to the aerodynamic design of propeller is also reviewed. Some results from wind tunnel tests of airframe/propeller installations are presented showing the benefits of alternative nacelle shape and the merits of high versus low wing locations on a transport aircraft.

N86-11165# Avions Marcel Dassault, Saint-Cloud (France). Div. des Etudes Avancees.

PROBLEMS OF THE INTEGRATION OF PROPELLERS IN AIRFRAMES, ESPECIALLY FOR HIGH PERFORMANCE TWIN-ENGINE AIRCRAFT (LES PROBLEMES D'INTEGRATION DE HELICES A LA CELLULE D'UN AVION ET, PLUS PARTICULIEREMENT, D'UN BIMOTEUR DE FORTE PUISSANCE)

R. TAISSERIE In AGARD Aerodyn, and Acoustics of Propellers 10 p (SEE N86-11147 02-01) Fab. 1985 In FRENCH Avail: NTIS HC A20/MF A01

This report presents studies conducted on the integration of aircraft propellers with the airframe for general aircraft, as well as for high performance twin engine propeller aircraft. The effect of engine dimensions on the aerodynamic characteristics of the aircraft in all flight situations, including low speed flight, is presented. It is shown that detailed model tests will have to be conducted before accurate results can be obtained. The objective of these studies is to examine possible configurations for future maritime reconnaissance twin engine propeller aircraft.

T.M.

N86-11166# Lockheed-Georgia Co., Marietta.
WIND TUNNEL INVESTIGATION OF THE INTERACTION OF
PROPELLER SLIPSTREAM WITH NACELLE/WING/FLAP
COMBINATIONS

A. S. ALJABRI and A. C. HUGHES In AGARD Aerodyn, and Acoustics of Propellers 10 p (SEE N86-11147 02-01) Feb. 1985 refs

Avail: NTIS HC A20/MF A01

Until recently it was sufficient to define the propeller slipstream by the average velocity induced across the propeller disk. With the advent of the highly loaded program and the accompanying concern for the effect of the slipstream and its interaction with aircraft components be known. This paper describes a series of wind tunnel tests performed to improve the understanding of this complex aerodynamic interaction. The tests were conducted using a conventional propeller operating at low subsonic speeds. Complementary theoretical and experimental studies were used to investigate the interaction effects. Results from wind tunnel tests on propeller/nacelle/wing, and propeller/nacelle/wing/flap combinations are presented here. Force, pressure, and wake survey data from the test allow the slipstream characteristics, including its distortion by the wing and flap, to be obtained. The important parameters which govern the slipstream shape and induced velocities are identified and techniques are developed for estimating slipstream drag and the torque absorbed by a wing immersed in the slipstream. An improved understanding of the effects of wind tunnel walls on propeller powered testing is also presented.

Autho

N86-11167*# National Aeronautics and Space Administration. Langley Research Center, Hampton, Va.

AN ASYMPTOTIC THEORY FOR THE INTERFERENCE OF LARGE ASPECT RATIO SWEPT WINGS AND MULTIPLE PROPELLER SLIPSTREAMS

R. K. PRABHU (Old Dominion Univ.), C. H. LIU, and S. N. T(WARI (Old Dominion Univ.) In AGARD Aerodyn, and Acoustics of Propellers 17 p (SEE N86-11147 02-01) Feb. 1985 refs Avail: NTIS HC A20/MF A01 CSCL 01A

This paper presents an asymptotic method for the analysis of the interference of multiple tractor propeller slipstream with large aspect ratio swept wings. It is assumed that the height of the supervision is of the order of the wing chord and its spanwise extent is of the order of the wing span. Three different flow regions are identified by employing different stretching transformations. Asymptotic expansions are made in each of the three regions. using the chord to span ratio as the small expansion parameter. The details of the nonuniform flow in the slipstream enter into the wing sectional analysis. In the outer limit, the wing shrinks to a swept lifting line, and the slipstream reduces to a thin sheet of jet carrying the momentum gain from the propeller. The curvature of this jet sheet results in a pressure difference which is represented by a vortex sheet. The governing equations are solved by discretization. Several examples are considered for which experimental data are available. Comparison of the present results with the experimental data as well as other numerical solutions showed generally good agreement.

Carleton Univ., Ottawa (Ontario). Dept. of N86-11168# Mechanical and Aeronautical Engineering.

DEVELOPMENT OF MODERN TURBOPROP ENGINES

H. I. H. SARAVANAMUTTOO In AGARD Aerodyn, and Acoustics of Propellers 9 p (SEE N86-11147 02-01) Feb. 1985 refs Avail: NTIS HC A20/MF A01

Proposals for propfan commercial aircraft operating at high cruise speeds pose requirements for advanced turboprops of high power. The history of turboprops for long range operation is briefly reviewed and the requirements for future engines are discussed. Considerable gains in the thermodynamic cycle can be realized, and the development of high performance gas generators should be a straightforward process. Transmission designs for high power engines may be extremely difficult and may result in novel engine configurations. It appears likely that a more modest goal of M = 0.7 cruise for shorter haul aircraft could be attained with much less risk while still achieving major gains.

N86-11169# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Goettingen (West Germany). Inst. for Experimental Fluid Mechanics.

AEROACOUSTIC WIND TUNNEL MEASUREMENTS ON PROPELLER NOISE

F. R. GROSCHE and H. STIEWITT In AGARD Aerodyn. and Acoustics of Propellers 9 p (SEE N86-11147 02-01) Feb. 1985

Avail: NTIS HC A20/MF A01

Model tests were conducted in a low speed wind tunnel to determine the sound radiation of 5 propellers with different blade designs including variations of thickness ratios, blade profiles, blade planforms and blade tip configurations. The diameter of the propellers was 0.9 m, the propeller speed was kept constant. The tip Mach number was M sub I = 0.66 and the helical tip Mach number varied between 0.66 and 0.69. The main objectives were to investigate the effects of blade geometry on near field and far field noise and to locate the dominant sound sources in the propeller plane, radiating to the observer, by means of a highly directional microphone system. The results include: (1) comparisons of noise spectra of different propeller configurations; (2) near field sound pressures as function of axial distance from the propeller plane; and (3) directivity of sound radiation from the moving

N86-11170# Royal Aircraft Establishment, Farnborough (England). Aerodynamics Dept.

SOME AEROACOUSTIC WIND TUNNEL MEASUREMENTS, THEORETICAL PREDICTIONS, AND FLIGHT-TEST CORRELATIONS ON SUBSONIC AIRCRAFT PROPELLERS W. J. G. TREBBLE, J. WILLIAMS (Southampton Univ., England),

and R. P. DONNELLY (Dowty Rotol Ltd, Gloucester, England) In AGARD Aerodyn and Acoustics of Propellers 21 p (SEE N86-11147 02-01) Feb. 1985 refs Avail: NTIS HC A20/MF A01

Aeroacoustic experiments using the full scale propeller nacelle rig in the 24 ft anechoic tunnel were first made in 1979/80 on three alternative propellers also tested in flight on the Short's 330 aircraft. The Hartzell five bladed propeller of the production aircraft has conventional NACA 64 series sections and standard tips, the Hartzell Q-tip version of this has its tips bent as lower surface end plates in the direction of rotation, and the Dowty four bladed propeller has modern ARA-D sections and standard tips (D sub p

2.8 m). Later complementary tunnel/flight experiments also included the Dowty four bladed R.212 propeller with classical NACA 16 series sections as fitted to the B.Ae. HS 748 aircraft (D sub p

N86-11171# Pratt and Whitney Aircraft of Canada Ltd., Longueuil

AN INVESTIGATION OF IN-FLIGHT NEAR-FIELD PROPELLER NOISE GENERATION AND TRANSMISSION

H BONNEAU, D. F. WILFORD, and L. K. WOOD Aerodyn and Acoustics of Propellers 12 p (SEE N86-11147 02-01) Feb 1985 refs

Avail NTIS HC A20/MF A01

In flight near field propeller noise measurements, made on a seneral Aviation turboprop aircraft, are reported for a range of properlier operating conditions, and are shown to be well defined and reproducible. Measurements have been made at 8 exterior microphones, 2 located on a wing mounted boom, and 6 embedded in, and flush with the aircraft fuselage. Interior noise levels are also presented. Measured propeller harmonic levels are compared to first principle calculations of near field noise, using a modified version of the Farassat computer program, in which the blade surface pressure is described using the known aerodynamic properties of the blade (NACA 16) airfoil sections. The first few; i.e., the dominant harmonic levels of propeller noise are shown to be well predicted, while higher harmonic levels are underpredicted. The transmission loss between exterior and interior noise levels is shown to be relatively constant for varying propeller operating conditions and at two different locations along the length of the fuselage. Interior noise levels are also shown for the aircraft in gliding flight at various forward velocities, with both engines at idle and propellers feathered. A method of interpolating these measurements is discussed, which allows the interior noise due only to the forward velocity of the aircraft, to be determined. The transmission loss for this component is also discussed. Finally, interior noise levels are presented for a series of ground static tests with engine mounts of various different stiffnessses.

N86-11172# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Brunswick (West Germany). Inst. fuer Entwurfsaerodynamik

FULL-SCALE FLIGHT AND MODEL-SCALE WIND TUNNEL TESTS ON THE NEARFIELD NOISE CHARACTERISTICS OF AIRCRAFT PROPELLERS

H. HELLER, M. KALLERGIS, and B. GEHLHAR Aerodyn, and Acoustics of Propellers 17 p (SEE N86-11147 02-01) Feb. 1985 refs Avail: NTIS HC A20/MF A01

Flight noise tests employing a single engine Cessna T 207 aircraft with an array of wing mounted microphones were conducted to investigate nearfield acoustic characteristics of a 3 blade variable pitch propeller under different operational conditions, varying helical blade tip Mach number, propeller advance ratio, and blade loading. A special technique to minimize the engine exhaust influence on the propeller signature had been developed for this purpose. Supplementary, yet much more extensive tenth scale tests were performed in the DFVLR One Meter Acoustic Tunnel again in the acoustic nearfield of propellers with 2 to 6 blades over a substantial range or operational, partially interdependent, parameters, such as helical blade tip Mach number, blade pitch angle setting, blade incidence angle, rotational plane attitude, and ambient temperature. These data could also be compared to some third scale results for geometrically identical propellers. Especially the model tests allowed an exact quantification of the effect of the various parameters on the ensuing harmonic and subharmonic propeller noise spectra.

N86-11173# Aeritalia S.p.A., Pomigliano D'Arco (Italy).
CABIN NOISE REDUCTION FOR A NEW DEVELOPMENT TURBOPROP COMMUTER AIRCRAFT

A. CARBONE, A. PAONESSA, L. LECCE (Ist. Progetto Velivoli, Naples), and F. MARULO (Ist. Progetto Velivoli, Naples) In AGARD Aerodyn. and Acoustics of Propellers 14 p (SEE N86-11147 02-01) Feb. 1985 refs Avail: NTIS HC A20/MF A01

The program followed to attain an interior noise level similar

to turbofan aircraft in a new design turboprop commuter is described. The need for an early consideration, in the definition phase of the aircraft, of the acoustic requirement for configuration development is stressed, along with some peculiar characteristics of this program. After a brief presentation of features of the aircraft related to interior noise control, the analytical and experimental models developed in the course of program are discussed. Some

that they have had on the configuration of the aircraft. The output of three structural analysis theoretical procedures is compared to experiments. Two of these procedures, the panel stringer periodic model, and a simplified FEM analysis, are found adequate to represent experimental findings. The cylindrical shell - frame model is found not representative of test results. Sidewall treatment performance is discussed, with reference to theoretical and experimental results. The noise reductions measured in a furnished fuselage are compared to data obtained without interior treatment. Future developments and recommendations for additional work

Author

are discussed.

of the results of the studies are presented, clarifying the impact

N86-11174# Lockheed-California Co., Burbank **PROPELLER** AIRCRAFT CABIN VIBRATION NOISE-EXCITATION, SOURCES, AND PATHS R. E. DONHAM, F. J. BALENA, E. Z. BOCHARY, and O. K. In AGARD Aerodyn and Acoustics of Propellers 14 p (SEE N86-11147 02-01) Feb. 1985 refs Avail: NTIS HC A20/MF A01

The potential sources and paths by which the propeller produces structural responses resulting in vibration and noise in the cabin of a transport aircraft are discussed. New low cost, convenient experimental and analytical techniques are described for evaluating the excitations; propeller airborne pressures on the fuselage shells, slip stream induced forces on the wing and tail, and oscillatory forces on the propeller. The techniques described make use of ground determined structural signatures to relate forces with vibrations or noise, and of propeller signatures from flight which define the vibroacoustic contributions of individual propellers.

Author

N86-11175# Hamilton Standard, Windsor Locks, Conn.
THE STATE OF THE ART IN PROPFAN TURBOPROP NOISE F. B. METZGER In AGARD Aerodyn, and Acoustics of Propellers 20 p (SEE N86-11147 02-01) Feb. 1985 refs Avail: NTIS HC A20/MF A01

The evolution of propeller noise research is summarized from 1919 to the present. The early experimental and analytical work to understand and predict propeller noise is discussed. Emphasis is placed on understanding source noise. However, the major advances in cabin comfort assessment and design of airplane fuselage and cabin trim to improve passenger comfort are briefly described. Emphasis is on the recent noise research work on the propfan, a many bladed relatively small diameter unshrouded motor with swept blades that will allow future transports to cruise efficiently at speeds equal to modern turbofan transports. The most recent propfan concept, a counter rotation version with even greater efficiency potential than the propfan with a single blade row is also discussed.

N86-11176# Lockheed-Georgia Co., Marietta. APPLICATION OF ACTIVE NOISE CONTROL TO MODEL PROPELLER NOISE

M. SALIKUDDIN, H. K. TANNA, R. H. BURRIN, and W. E CARTER In AGARD Aerodyn, and Acoustics of Propellers 15 p (SEE N86-11147 02-01) Feb. 1985 refs Avail: NTIS HC A20/MF A01

The applicability of active noise control to reduce cabin noise of turboprop aircraft is demonstrated by conducting several laboratory experiments. The principle of active noise control is to reduce the noise radiated from a primary source by superimposing a signal from a secondary source, which is made identical in amplitude but opposite in phase to the primary sound signal. A computer controlled algorithm was developed to implement this concept in a free field environment, in which, the noise from the primary source (eventually the propeller) and the noise measured at several locations on a representative surface (eventually the fuselage) were used to create the input for the secondary source. Experiments using a number of sinusoidal signals were conducted. An average noise reduction of 8 to 14 dB was achieved on the surface in the frequency range of 200 to 1000 Hz. Next the concept was applied to the propeller problem where the sound signal contains many discrete tones at harmonics of the blade passage frequency. For this purpose, a prerecorded time history of a 1/10th scale model propeller was used to drive the primary source. An average noise reduction of about 15 dB was observed at the first two blade passage frequencies, and 12 dB and 5 dB reductions were observed at the 3rd and 4th blade passage frequencies, respectively. Finally, the active noise control concept was applied to a 1/10th scale propeller, installed in an anechoic chamber with flight simulation facility. A substantial amount of noise reduction was achieved on the model fuselage surface. Author

02

AERODYNAMICS

Includes aerodynamics of bodies, combinations, wings, rotors, and control surfaces; and internal flow in ducts and turbomachinery

Advisory Group for Aerospace Research and N83-25682# Development, Neuilly-Sur-Seine (France).

TECHNICAL EVALUATION REPORT ON THE FLUID DYNAMICS PANEL SPECIALISTS' MEETING ON PREDICTION **AERODYNAMIC LOADS ON RGTORCRAFT**

H. R. VELKOFF (Ohio State Univ., Columbus) Feb. 1983 14 p refs Meeting held in London, 17-18 May 1982 (AGARD-AR-189; ISBN-92-835-1445-9; AD-A130486) Avail: NTIS HC A02/MF A01

While a broad overview of work being done on (1) rotor blade aerodynamic characteristics, (2) wakes and aerodynamic effects of rotorcraft and wind turbines; and (3) rotor airloads predictions programs was presented, a serious concern remains that the intent of the conferences was not fully met. Few papers evidenced experimental correlations of the aerodynamic forcing functions that were at a level similar to the extensive models and codes discussed. Most of the data used for evaluations were structural response data or were dependent on that response. Codes and analysis were not adequately verified. Adequate data bases for verification are not generally available and usually lack important such as flow velocities, pressures, or other measurements taken simultaneously. Experimental efforts were often run independently of the analytical programs and often do not meet the needs of the programs.

N84-12099# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

AERODYNAMICS OF VORTICAL TYPE FLOWS IN THREE DIMENSIONS

Loughton, England Jul. 1983 557 p refs In ENGLISH and Symp. held in Rotterdam, Netherlands, 25-28 Apr.

(AGARD-CP-342; ISBN-92-835-0334-1, AD-A135157) Avail: NTIS HC A24/MF A01

Separations which are frequently associated with vortical type flows are discussed. The trailing vortex system behind a lifting wing where the separation occurs at the trailing edge is noted. The use of large sweep angles with vortical flows is associated with separations forward of the trailing edge. A feature of such three dimensional flows are frequently well ordered with a defined stable structure and designers have increasingly sought to exploit them in meeting the growing speed and maneuver demands on modern aircraft. The following topics are discussed: (1) fundamentals, generation and structure of vortical flows; (2) interaction of vortical flows with surfaces: (3) modelling and computing; (4) stability and breakdown of vortical flows, (5) control and exploration of vortical flows. For individual titles, see N84-12100 through N84-12133

NB4-12100"# National Aeronautics and Space Administration

Ames Research Center, Moffett Field, Calif
ON ISSUES CONCERNING FLOW SEPARATION AND VORTICAL FLOWS IN THREE DIMENSIONS

D. J. PEAKE and M. TOBAK In AGARD Aerodyn, of Vortical Type Flows in Three Dimensions 31 p (SEE N84-12099 03-02)

Avail: NTIS HC A24/MF A01 CSCL 01A

Vortical flows in three dimensional configurations that are of typical interest to aerodynamicists and researchers in fluid mechanics are reviewed. A list of 10 issues was compiled to understanding complex vortical flows. E.A.K.

N84-12101# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Goettingen (West Germany).
THE VORTEX SKELETON MODEL FOR THREE-DIMENSIONAL

STEADY FLOWS

H. G. HORNUNG In AGARD Aerodyn, of Vortical Type Flows in Three Dimensions 12 p (SEE N84-12099 03-02)

Avail: NTIS HC A24/MF A01

The essential concepts of two dimensional separation were extened to three dimensional steady flow, and the vortex skeleton model and electromagnetic analogy are introduced. The model gives a simple topological rule by which the vortex skeleton of a flow can be established from the structure of the wall streamline pattern. The important question of the occurrence of smoothly starting separation without zeros in the wall shear stress, is examined because of a new local solution of the Navier-Stokes and continuity equations.

N84-12102# Stanford Univ., Calif. Joint Inst. for Aeronautics and Acoustics

ON THE STRUCTURE OF THE TURBULENT VORTEX
L. ROBERTS In AGARD Aerodyn. of Vortical Type Flows in Three Dimensions 11 p (SEE N84-12099 03-02)

Avail: NTIS HC A24/MF A01

The trailing vortex generated by a lifting surface, the structure of its turbulent core and the influence of axial flow within the vortex on its initial persistence and on its subsequent decay are described. Similarity solutions of the turbulent diffusion equation are given in closed form and results are expressed in sufficiently simple terms that the influence of the lifting surface parameters on the length of persistence and the rate of decay of the vortex can be evaluated.

N84-12103# Imperial Coll. of Science and Technology, London (England). Dept. of Aeronautics. IN

TRAILING INSTABILITIES VORTICES: **FLOW** VISUALIZATION USING HOT-WIRE ANEMOMETRY

C. STRANGE and J. K. HARVEY In AGARD Aerodyn. of Vortical Type Flows in Three Dimensions 11 p (SEE N84-12099 03-02) Jul. 1983 refs Avail: NTIS HC A24/MF A01

Trailing vortices often break up after the formation of disc shaped disturbances. A flow visualization experiment was performed in which similar strongly dissipative disturbances were produced in the laboratory. Details of the origin and development of this instability are discussed. An experiment using hot wire anemometry and a conditional sampling technique was set up. Data are presented on a solitary wave like disturbance which was found on the outer edge of the core and convected downstream at about the same velocity as the ambient fluid. It is found that the perturbation flow field associated with this disturbance is not

Office National d'Etudes et de Recherches N84-12104# Aerospatiales, Paris (France).

INTERACTION BETWEEN A SHOCK-WAVE AND A VORTEX

J. DELERY and E. HOROWITZ In AGARD Aerodyn. of Vortical Type Flows in Three Dimensions 19 p (SEE N84-12099 03-02) Jul. 1983 refs. In FRENCH; ENGLISH summary Avail: NTIS HC A24/MF A01

The interaction between a vortex and a shock-wave normal to the streamwise axis of the vortex was studied both experimentally and theoretically. Measurements were made for four values of the upstream Mach number ranging from 1.6 to 2.28. They allowed the characterization of the shock effect on the vortical flow structure when breakdown does not occur. They also led to the definition of a breakdown limit function of the two parameters: normal shock strength - vortex swirt/ratio. Two flow configurations associated respectively with interaction without and with vortex bursting were carefully probed by using a two-color laser Doppler velocimeter system. When breakdown occurs, the mean meridian motion comprises a recirculating bubble near the axis of the structure. A flow model was developed in the framework of the Euler equations. As long as the vortex does not burst, the calculations give a faithfull description of flow phenomena. They also predict a limit for vortex breakdown which agrees satisfactorily with experiment

N84-12105# Cranfield Inst. of Tech., Bedford (England). Div. of Aerodynamics

ON THE GENERATION AND SUBSEQUENT DEVELOPMENT OF SPIRAL VORTEX FLOW OVER A SWEPT-BACK WING

D. I. A. POLL In AGARD Aerodyn, of Vortical Type Flows in Three Dimensions 14 p (SEE N84-12099 03-02)

Avail: NTIS HC A24/MF A01

An experimental investigation was performed to study the formation and development of spiral vortex flow over a swept-back wing. An aerofoil section with three alternative leading edge shapes was tested at sweep angles ranging from 0 to 56 deg for unit Reynolds number of 1,000,000/m and 2,000,000/m. The principal diagnostic tool was the surface oil-flow visualization technique supplemented by pressure distribution measurements in certain cases. No spiral vortex flow was observed for sweep angles of 0 and 15 deg but at higher sweep angles the oil-flows indicated that there were three different mechanisms for the formation of spiral vortices. The angle of incidence at the onset of vortex flow, and the mechanism responsible for its formation, were found to depend upon the sweep angle, the leading edge shape and the Reynolds number. It was also noted that the larger the leading edge radius the greater the dependence upon Reynolds number. However, comparison with other work suggests that Reynolds number, incidence and sweep angle alone are insufficient to determine the type of spiral vortex flow occurring on a given

N84-12106# Technische Hogeschool, Delft (Netherlands). Dept. of Aerospace Engineering.

AN EXPERIMENTAL INVESTIGATION OF THE VORTEX FLOW OVER DELTA AND DOUBLE-DELTA WINGS AT LOW SPEED N. G. VERHAAGEN In AGARD Aerodyn. of Vortical Type Flows in Three Dimensions 16 p (SEE N84-12099 03-02)

Avail: NTIS HC A24/MF A01

A wind tunnel investigation was performed to study, by employing a laserlight-sheet and oil-flow visualization technique, the flow above and behind a sharp-edged 76 deg delta wing and two sharp-edged double-delta wing models (76/60 and 76/40 deg, kink at midchord). In addition, balance measurements were performed to determine lift, drag and pitching moment. The tests were carried out for angles of attack from 5 to 25 deg and at a free-stream velocity of 30 m/sec, corresponding to a Reynolds number of 1,400,000, based on centerline chord. Above both double-delta wings a single-branched strake vortex is formed by vorticity from the strake leading edge. Downstream of the leading-edge kink a wing vortex is formed which is conjectured to be single-branched at about 5 deg angle of attack and double branched at angles of 10 deg, and beyond. The flow pattern downstream of the trailing edge of the 76/60 deg double-delta wing was observed to be similar to that behind the delta wing. Above the 76/40 deg double-delta wing breakdown of both the wing and strake vortices took place ahead of the trailing edge.

Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

VISUALIZATION OF VORTICAL TYPE FLOWS IN THREE DIMENSIONS

H. WERLE In AGARD Aerodyn, of Vortical Type Flows in Three Dimensions 20 p (SEE N84-12099 03-02) Jul. 1983 refs In FRENCH; ENGLISH summary Previously announced as A83-44312

Avail: NTIS HC A24/MF A01

Turbulence structures that have been made visible by various means are outlined. Natural occurrences such as hurricanes, whirlpools, and island wakes have been photographed by satellite. from aircraft, and from the ground. Laboratory trials with wind and water tunnels have permitted photography of flows around helicopter blades, models, airfoils at various angles of attack, and around diversely shaped and oriented objects. Smoke streamlines have been generated with titanium tetrachloride wires, kerosene, and oil vapor, or by water condensed over liquid nitrogen. Colored dyes have been released from the surface of the model and

pressure distributions have been translated into lighted regions. Gases and liquids, colored or fluorescent, have served for visualizations in water channels. Spiral structures, point vortices on swept wings, bursting vortices, vortices shed from cylindrical and ellipsoidal bodies, as well as in unsteady flows have been visualized during trials in applied aerodynamics. Numerous photographic examples are provided.

M.S.K. (IAA)

N84-12108# Von Karman Inst. for Fluid Dynamics, Rhode-Saint-Genese (Belgium).

LASER VELOCIMETRY STUDY OF COMPRESSIBILITY

LASER VELOCIMETRY STUDY OF COMPRESSIBILITY EFFECTS ON THE FLOW FIELD OF A DELTA WING G. VORROPOULOS and J. F. WENDT In AGARD Aerodyn. of

G. VORROPOULOS and J. F. WENDT In AGARD Aerodyn. of Vortical Type Flows in Three Dimensions 13 p (SEE N84-12099 03-02) Jul. 1983 refs

Avail: NTIS HC A24/MF A01

Compressibility effects on the lee-side vortical flow field of a delta wing at incidence were studied using laser Doppler velocimetry. The tests covered the Mach number range from 0.18 to 0.80; both axial and circumferential velocity components were measured. It was found that the axial velocity excess observed at low Mach numbers became an axial velocity deficit at Mach numbers above 0.6. Strong asymmetry was observed in the circumferential velocity distribution at the higher Mach numbers. A flow picture including an embedded shock wave is proposed as physical explanation of observed compressibility effects. Author

N84-12109*# National Aeronautics and Space Administration. Langley Research Center, Hampton, Va.

RECENT STUDIES AT NASA-LANGLEY OF VORTICAL FLOWS INTERACTING WITH NEIGHBORING SURFACES

J. E. LAMAR and J. F. CAMPBELL In AGARD Aerodyn. of Vortical Type Flows in Three Dimensions 32 p (SEE N84-12099 03-02) Jul. 1983 refs Previously announced as A83-33972 Avail: NTIS HC A24/MF A01 CSCL 01A

The importance of leading edge vortical flows, which occur near and interact with neighboring surfaces, is stressed. Research in this area conducted or sponsored by the NASA Langley Research Center since 1978 is surveyed. Particular attention is given to the cumulative results of a number of theoretical and experimental studies. It is noted that these studies have been carried out in order to understand and use this kind of flow. Much of the work has been devoted to improving the lift-to-drag ratio and pitch characteristics for wings in this flow, although work has also been done on examining the unsteady and lateral characteristics.

Author

N84-12110*# National Aeronautics and Space Administration. Langley Research Center, Hampton, Va. EXPERIMENTAL INVESTIGATION OF FOREBODY AND WING

EXPERIMENTAL INVESTIGATION OF FOREBODY AND WING LEADING-EDGE VORTEX INTERACTIONS AT HIGH ANGLES OF ATTACK

G. E. ERICKSON (Northrop Corp.) and W. P. GILBERT In AGARD Aerodyn. of Vortical Type Flows in Three Dimensions 20 p (SEE N84-12099 03-02) Jul. 1983 refs (Contract NAS1-16617)

Avail: NTIS HC A24/MF A01 CSCL 01A

An experimental investigation was conducted to assess the vortex flow-field interactions on an advanced, twin-jet fighter aircraft configuration at high angles of attack. Flow-field surveys were conducted on a small-scale model in the Northrop 0.41 - by 0.60-meter water tunnel and, where appropriate, the qualitative observations were correlated with low-speed wind tunnel data trends obtained on a large-scale model of the advanced fighter in the NASA Langley Research Center 30- by 60-foot (9.1- by 18.3-meter) facility. Emphasis was placed on understanding the interactions of the forebody and LEX-wing vortical flows, defining the effects on rolling moment variation with sideslip, and identifying modifications to control or regulate the vortex interactions at high angles of attack. The water tunnel flow visualization results and wind tunnel data trend analysis revealed the potential for strong interactions between the forebody and LEX vortices at high angles of attack. In particular, the forebody flow development near the nose could be controlled by means of carefully-positioned radome strakes. The resultant strake-induced flow-field changes were amplified downstream by the more powerful LEX vortical motions with subsequent large effects on wing flow separation characteristics. Author

N84-12111# Royal Aircraft Establishment, Bedford (England). Aerodynamics Dept.

SOME RESULTS FROM A PROGRAMME OF RESEARCH INTO THE STRUCTURE OF VORTEX FLOW FIELDS AROUND MISSILE SHAPES

T. R. BYRAM, A. PETERSEN (British Aerospace PLC), and S. T. KITSON In AGARD Aerodyn. of Vortical Type Flows in Three Dimensions 20 p (SEE N84-12099 03-02) Jul. 1983 refs Avail: NTIS HC A24/MF A01

Wind tunnel tests were performed to measure the leeside flow field of a generalized missile model at an angle of attack of 14 degrees and freestream Mach numbers of 0.7 and 1.8. Flow field data are presented for a station towards the rear of the model showing the flow structure for the body alone and the effects of mounting a cruciform set of delta fins near to the nose and near to the base. The data presented include vector plots of the components of velocity in the cross flow plane, the distributions of local total pressure, local Mach number and vorticity. The presence of the set of forward mounted fins and its roll orientation was found to have a significant effect on the development of the body vortices. Fins mounted towards the rear of the body were found to disrupt the body vortex feeding region but had little effect on the vortex centers unless these lay in or very close to the plane of the fins.

N84-12112"# Analytical Methods, Inc., Bellevue, Wash.
PREDICTING AERODYNAMIC CHARACTERISTICS OF
VORTICAL FLOWS ON THREE-DIMENSIONAL
CONFIGURATIONS USING A SURFACE-SINGULARITY PANEL
METHOD

B. MASKEW In AGARD Aerodyn. of Vortical Type Flows in Three Dimensions 12 p (SEE N84-12099 03-02) Jul. 1983 refs

(Contract NAS2-8788; N00014-78-C-0128; N00014-82-C-0354; DAAG29-81-C-0032)

Avail: NTIS HC A24/MF A01

A general low-order surface-singularity panel method is used to predict the aerodynamic characteristics of a problem where a wing-tip vortex from one wing closely interacts with an aft mounted wing in a low Reynolds Number flow; i.e., 125,000. Nonlinear effects due to wake roll-up and the influence of the wings on the vortex path are included in the calculation by using a coupled iterative wake relaxation scheme. The interaction also affects the wing pressures and boundary layer characteristics: these effects are also considered using coupled integral boundary layer codes and preliminary calculations using free vortex sheet separation modelling are included. Calculated results are compared with water tunnel experimental data with generally remarkably good agreement.

N84-12113# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Goettingen (West Germany). Inst. for Experimental Fluid Mechanics.

SEPARATION AND VORTICAL-TYPE FLOW AROUND A PROLATE SPHEROID: EVALUATION OF RELEVANT PARAMETERS

H. VOLLMERS, H. P. KREPLIN, and H. U. MEIER In AGARD Aerodyn. of Vortical Type Flows in Three Dimensions 14 p (SEE N84-12099 03-02) Jul. 1983 refs

Avail: NTIS HC A24/MF A01

The definition of some special lines in a flow field is discussed and a criterion for the identification of axes of local rotation is given. A preferred direction is introduced in space using the local direction of the velocity. A surface is constructed locally such that at any point the surface is normal to the velocity field. For a (normalized) direction field of the velocity, the components of the gradient tensor on this surface can be regarded as being equivalent to the curvature tensor of the surface. The behavior of the curvature is discussed. The surface is partitioned into hyperbolic and elliptic regions by the sign of the Gaussian curvature. It is found that the special points are associated with regions of extremely steep variations of the Gaussian curvature. Experimental evidence to this effect is provided by measurements of wall shear stress vectors and velocity vectors in the flow field around an inclined prolate spheroid. The above procedure is shown to be a tool for revealing some properties of the vortex skeleton of a flow field. Several other parameters of the measured flow field are also evaluated and presented. Author

N84-12114# Ministry of National Defence, Athens (Greece). Defence Industry Directorate.

ON THE GENERATION OF VORTICAL FLOW AT HYPERSONIC SPEEDS OVER ELLIPTICAL CONES

P. EVANGELOU In AGARD Aerodyn, of Vortical Type Flows in Three Dimensions 9 p (SEE N84-12099 03-02) Jul. 1983 refs Avail: NTIS HC A24/MF A01

A method for calculating the hypersonic slip flow around slender elliptic cones at slight angle of attack is developed. The governing equations are derived from the Navier-Stokes equations and the energy equation by an order of magnitude analysis. There results a system of partial nonlinear parabolic differential equations for the flow variables of the shock formation regime. The system is integrated by means of an explicit finite-difference scheme and the results so obtained are compared with experimental data. Finally the influence of the elliptic cross section geometry as well as the influence of the angle of attack on the flow field properties with particular attention on the cross flow are investigated. Author

N84-12115# National Aeronautical Establishment, Ottawa (Ontario). Low Speed Aerodynamic Lab.

VISCOUS THREE-DIMENSIONAL FLOW SEPARATIONS FROM HIGH-WING PROPELLER-TURBINE NACELLE MODELS

R. H. WICKENS In AGARD Aerodyn of Vortical Type Flows in Three Dimensions 29 p (SEE N84-12099 03-02) Jul. 1983 refs

Avail: NTIS HC A24/MF A01

This paper describes an investigation of viscous three dimensional flows on high-wing nacelle configurations which are typical of current commuter aircraft. Flow visualization on two nacelle configurations was used to depict the viscous vortex separations in the underwing junction, the nacelle afterbody, and the wing upper surface over the central region. The surface shear stress patterns, although complex, were composed of combinations of elementary three dimensional viscous flows and free vortices which stream downwind. A strong vortex flow was produced over the top of the wing by the use of leading edge extensions along the forward portion of the nacelle. Observations were also made of the effects of a propeller slip-stream and the distortion of this propulsive flow by the mutual interference of the wing and nacelle.

N84-12116# Royal Aircraft Establishment, Farnborough (England).
Aerodynamics Dept.

THEORETICAL MODELLING OF THREE-DIMENSIONAL VORTEX FLOWS IN AERODYNAMICS

J. H. B. SMITH In AGARD Aerodyn. of Vortical Type Flows in Three Dimensions 21 p (SEE N84-12099 03-02) Jul. 1983 refs

Avail: NTIS HC A24/MF A01

A unified account is presented of the various inviscid models used to represent three dimensional vortex flows in aerodynamics; essentially those relying on vortex sheets and line-vortices. Recent developments in extending the scope, accuracy, and stability of these models are described. An evaluation of their relative strengths and weaknesses suggests that the different models all have continuing roles to play. It is claimed that vortex modelling has come of age, in the sense that we can now learn about the real world from the behavior of models, after decades of trying to make the models conform with reality.

N84-12117# National Aerospace Lab., Amsterdam (Netherlands). Fluid Dynamics Div.

COMPUTATIONAL VORTEX FLOW AERODYNAMICS

H. W. M. HOEIJMAKERS In AGARD Aerodyn. of Vortical Type Flows in Three Dimensions 35 p (SEE N84-12099 03-02) Jul. 1983 refs Sponsored in part by Royal Netherlands Air Force Avail: NTIS HC A24/MF A01

A review is presented of computational methods for the determination of the characteristics of vortical type flows occurring in aircraft aerodynamics. The review covers primarily computational methods for computing the downstream development of vortex wakes and methods for computing the characteristics of configurations with leading-edge and strake vortices. The various computational methods in use at present are discussed in some detail. The possibilities and limitations of the methods are indicated and results of different methods are compared and discussed.

Author

N84-12118# Messerschmitt-Boelkow-Blohm G.m.b.H., Ottobrunn (West Germany).

VORTEX FLOW SIMULATIONS PAST WINGS USING THE EULER-EQUATIONS

C. WEILAND In AGARD Aerodyn. of Vortical Type Flows in Three Dimensions 12 p (SEE N84-12099 03-02) Jul. 1983 refs.

Avail: NTIS HC A24/MF A01

Flow fields with vortex separation play an important role in the aerodynamics of missiles and for airplanes. Investigations carried out recently have shown that such flow fields can be computed by means of solutions of the Euler-equations. In the present paper results are presented for flow fields around delta-wings with freestream Mach number larger than 1. The range of the angle of attack is up to alpha = 15 deg. The Euler-equations are integrated using a space-marching finite-difference method. delta-wings have got sharp and blunted leading edges. At the sharp leading edge a condition is prescribed which produces a tangential discontinuity by means of which vorticity is introduced into the flow field. The formulation of the governing equations, the boundary conditions and the initial data is discussed. The results shown are the contours of the bow shock, the isobars, the lines of constant total pressure and the velocity vectors of the cross flow. The wave drag is determined by evaluating the integral for the momentum in an adequate surface in the flow field.

Author

N84-12119# Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

SIMULATION OF TURBULENT FLOWS WITH A POINT VORTEX METHOD

S. HUBERSON In AGARD Aerodyn, of Vortical Type Flows in Three Dimensions 8 p (SEE N84-12099 03-02) Jul. 1983 refs Previously announced as A83-44313 Avail: NTIS HC A24/MF A01

Turbulent flows are modelled by the method defined by Rehbach (1977) for treating three dimensional, incompressible flows of a perfect fluid. The Helmholtz equation is used to calculate the temporal evolution of the vortices, the rotational velocity field, and the continuity equation. The velocity field is then obtained as a function of the Biot-Savart integral and the vortex field is discretized in terms of vortex particles, with the flow described by two fields of discrete vectors: vortices and temporal position. The formulation allows the use of a very fine mesh, with the number of grid points chosen limited by the amount of computing power and time available. A technique is defined for determining the magnitude of the error associated with the total number of grid points used. Examples are provided for turbulence in two dimensional flows. The technique is demonstrated to represent well deformation and elongation of the vortex eddies.

M.S.K. (IAA)

N84-12120# Aeronautical Research Inst. of Sweden, Bromma.
NUMERICAL SOLUTIONS OF THE EULER EQUATIONS
SIMULATING VORTEX FLOWS AROUND WINGS

A. RIZZI, L. E. ERIKSSON, W. SCHMIDT, and S. HITZEL In AGARD Aerodyn. of Vortical Type Flows in Three Dimensions 14 p (SEE N14-12099 03-02) Jul. 1983 refs Prepared in cooperation with Dornier G.m.b.H., Friedrichshafen, West Germany

Avail: NTIS HC A24/MF A01

The Euler equations was established as an appropriate model for inviscid vortex flow. The range of this model's applicability is demonstrated by presentation of flowfields computed around a number of different wings with either sharp or rounded edges and at subsonic, transonic, and supersonic speeds. The emphasis here is on the physics of the flow model rather than the numerical aspects of the solution method. The results display both expected as well as unexpected vortex phenomena and indicate the value of this computational tool. Particular attention is paid to the wake regions.

Author

N84-12121*# Tennessee Univ. Space Inst., Tullahoma THE TREATMENT OF CONVECTED VORTICES COMPRESSIBLE POTENTIAL FLOW

STEINHOFF. RAMACHANDRAN, SURYANARAYANAN In AGARD Aerodyn, of Vortical Type Flows in Three Dimensions 12 p (SEE N84-12099 03-02) Jul. 1983 refs Sponsored in part by NASA-Ames Avail: NTIS HC A24/MF A01

A method is described for incorporating line vortices into the three dimensional compressible potential flow equation. A modified Biot-Savart law is used to compute a vortical velocity field, which is added to the gradient of the potential to form a total velocity. A rapidly converging approximate factorization (AFZ) scheme is then used to compute a potential such that the modified potential flow equation as well as the appropriate boundary conditions, based on total velocity, are satisfied. As part of a coupled iteration procedure, the positions of the line vortices are computed so that they convect with the total flow. The method is used to compute the field due to a single line vortex convecting past a wing. This represents an approximation of the effect of a canard or other lifting surface ahead of the wing, which sheds a tip vortex. It is seen that the flow field is substantially modified by the passage of the vortex. Unlike Euler equation schemes, which are also used to compute these flows, the solutions exhibit no numerical diffusion: The convected vortices retain their initial upstream width. Euler solutions, on the other hand, involve a vorticity which is numerically convected in an Eulerian frame and, unless extensive adaptive grid refinement is used they result in vortices with spread as they convect. Also, the potential flow method requires approximately two orders of magnitude less computing time and much less computer storage than the Euler methods.

N84-12122# Cornell Univ., Ithaca, N.Y. School of Mechanical and Aerospace Engineering.

VORTEX STABILITY AND BREAKDOWN

S. LEIBOVICH In AGARD Aerodyn, of Vortical Type Flows in Three Dimensions 22 p (SEE N84-12099 03-02)

(Contract NSF CME-79-19817) Avail: NTIS HC A24/MF A01

Theoretical and experimental results, some quite recent, on the instability and breakdown of concentrated vortices at high Reynolds numbers are reviewed. Wave related theories of the vortex breakdown phenomenon are treated in some detail; these appear to provide a qualitative description of the response of vortex breakdown to variations in swirl or flow rate, and Benjamin's criticality classification, a wave-based concept, is consistent with experiment data. Known general criteria for the stability or instability of inviscid columnar vortices are reviewed, together with numerical studies of an inviscid vortex model that provides an excellent analytical fit to measured velocity profiles in vortices that experience breakdown. A new analysis of experimental data on vortex breakdown flows sheds light on the interplay between criticality and instability. The flows sufficiently far upstream of breakdowns to be unaffected by them are supercritical and stable, but they are generally closer to marginal instability than they are to criticality. The wakes are both subcritical and unstable. A conceptual framework for vortex breakdown, incorporating nonlinear wave theory and instability to three dimensional disturbances, is suggested based on information derived from the experimental

N84-12123# Trondheim Univ. (Norway). Inst. for Mekanikk.
THE BREAK-UP MECHANISM OF A STREAMWISE DIRECTED

L. N. PERSEN In AGARD Aerodyn, of Vortical Type Flows in Three Dimensions 5 p (SEE N84-12099 03-02) Jul. 1983 refs Avail: NTIS HC A24/MF A01

The possible break-up mechanism of a vortex with its axis parallel to the direction of the mean flow is considered. Such streamwise directed vortices were considered first of all by G. I. Taylor in his investigation of the stability of the flow between two concentric cylinders. H. Gortler has made studies of streamwise directed vortices along a concave wall. In both these cases the vortices created seem to be very stable in the side-wise direction. However the G. I. Taylor vortices do not change in the direction of the mean flow, and thus do not exhibit any breakup mechanisms. In very many cases encountered under different flow conditions

the breakup of a stream-wise directed vortex occurs after a certain distance downstream, and a possible mechanism whereby such a break-up can occur is presented. This mechanism is inherent in the basic equations of the flow, and as such is also exhibited on the equations of motion a non-viscous fluid. Author

N84-12124# Brown Boyeri Research Center. Baden (Switzerland).

VORTEX BREAKDOWN: A TWO-STAGE TRANSITION

M. P. ESCUDIER and J. J. KELLER In AGARD Aerodyn. of Vortical Type Flows in Three Dimensions 8 p (SEE N84-12099 03-02) Jul. 1983 refs Avail: NTIS HC A24/MF A01

It is demonstrated that a large-scale isentropic transition between conjugate swirling flow states can occur with no change in the flow force and that both flow states are supercritical. It is argued that such a transition represents the first stage of vortex breakdown in a tube, the second stage being a non-isentropic transition in the nature of a hydraulic jump to the downstream subcritical state. The intermediate (supercritical) state consists of a zone of stagnant fluid surrounded by a region of potential flow. These two zones are separated by a layer of rotational fluid originating in the upstream flow modelled as a Rankine vortex. It is found that for any ratio of core-to-tube radii, breakdown (i.e. the first transition) occurs for a unique value of the swirl number. In the limiting case of an infitesimally small core, the value is the square root of 2 compared with the critical value 2.405. It is argued that this limit cannot represent free breakdown, which in consequence must have a different character from the tube-flow breakdowns generally observed.

N84-12125# Technische Hochschule, Aachen (West Germany). Aeridynamisches Inst.

CONTRIBUTION TO THE PROBLEM OF VORTEX **BREAKDOWN**

E. KRAUSE In AGARD Aerodyn, of Vortical Type Flows in Three Dimensions 4 p (SEE N84-12099 03-02) Jul. 1983 refs Avail: NTIS HC A24/MF A01

Associated with the breakdown process is the formation of a stagnation point on the axis of the vortex. This requires the deceleration of the axial velocity component, which must be enforced by a positive axial pressure gradient. An analysis is presented which shows how the pressure gradient along the axis of the vortex is influenced by the radial and azimuthal velocity components. An explicit expression for delta p/delta x(x,0) can be obtained by integration of the momentum equation for the radial velocity component with respect to the radial and subsequent differentiation of the integral with respect to the axial direction. In an order of magnitude analysis, it is then demonstrated that for large Reynolds numbers one component of the frictional force in the azimuthal direction cannot be neglected. In order to obtain an estimate for the pressure gradient rigid body rotation is assumed for the vortex core, and a distribution similar to that of a potential vortex, for the outer portion. The estimate shows that a positive axial pressure gradient can exist only, if the radial velocity component is positive and if the exponent is less than unity. It is also verified that a potential vortex cannot support an axial pressure gradient, that the pressure gradient in magnitude is directly proportional to the square of the maximum of the azimuthal velocity, referenced to the freestream velocity. Author

N84-12126# National Aeronautics and Space Administration. Ames Research Center, Moffett Field, Calif.

NUMERICAL SIMULATION OF VORTEX BREAKDOWN BY THE VORTEX-FILAMENT METHOD

Y. NAKAMURA, A. LEONARD, and P. R. SPALART In AGARD Aerodyn, of Vortical Type Flows in Three Dimensions 13 p (SEE N84-12099 03-02) Jul. 1983 refs

Avail: NTIS HC A24/MF A01 CSCL 01A

The vortex-filament method was applied to the simulation of vortex breakdown. The principal vortex region was represented by multiple filaments, and an axial velocity component was induced by a spiral winding of the filaments. An accuracy check was performed for a cylindrical swirling flow with simple analytical expressions for the axial and theta velocities. The result suggests that the flow field can be simulated to any accuracy by increasing the number of filaments. An axisymmetric-type vortex breakdown was simulated, with experimental data serving as upstream

conditions. The calculated axial- and theta-velocity contours show the breakdown of the vortex, including a rapid change in the vortex core, followed axially by a recovery zone and then a second breakdown. When three dimensional initial data are used the second breakdown appears to be of the spiral type in correspondence with experimental observations. The present method can easily be used to simulate other types of vortex breakdown or other vortex flows with axial velocity.

N84-12127# Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

EXPERIMENTATION WITH

TURBULENT EXPERIENCING THE EFFECTS OF AN ADVERSE PRESSURE GRADIENT

J. L. SOLIGNAC and O. LEUCHTER In AGARD Aerodyn. of Vortical Type Flows in Three Dimensions 25 p (SEE N84-12099 Jul. 1983 refs In FRENCH; ENGLISH summary Previously announced as A83-44314

Avail: NTIS HC A24/MF A01

Experiments were performed to examine the effects on turbulent structures produced by the adverse pressure gradients around a delta wing and about symmetric wings. Laser tomoscopy visualized the flows, and measurements were taken of the static pressure distributions and the flow velocities (using LDV techniques). The flow velocities were 14.5 and 32 m/sec for the delta wing and winglets, respectively. Attention was focused on the leading edge vortex for the delta wing and the turbulence generated by the two NACA 0012 winglets, which were mounted at opposite angles of attack. The resulting turbulence differed mainly in velocity profiles. M.S.K. (IAA)

N84-12128# Grenoble Univ. (France). Inst. de Mecanique. WAVES ON VORTEX CORES AND THEIR RELATION TO **VORTEX BREAKDOWN**

T. MAXWORTHY (Univ. of Southern California), M. MORY, and E. J. HOPFINGER In AGARD Aerodyn. of Vortical Type Flows in Three Dimensions 13 p (SEE N84-12099 03-02) Jul. 1983

(Contract N00014-82-K-0084; DRET-82/468)

Avail: NTIS HC A24/MF A01

The conjective by Hopfinger, Browand and Gagne (1982) that travelling, large amplitude "kink" waves, observed in rotating, turbulent fluid might be at the origin of vortex breakdown and small scale turbulence production motivated a study of such waves on isolated vortices under controlled conditions. Their characteristics are interpreted in terms of theories based on the localized induction equation. It is found that these kink waves remain stable and exhibit soliton interaction properties. Axisymmetric travelling waves, on the contrary, cause breakdown when their amplitude exceeds a certain magnitude. Benjamin's (1967) theory was used to calculate the critical phase speed and the velocity perturbation inside a wave of finite amplitude. The theoretical results show that the axial velocity changes rapidly become large so that, according to instability considerations, growth of spiral disturbances is possible. Breakdown caused by axisymmetric waves and possibly by combined, axisymmetric and kink waves, is demonstrated experimentally.

N84-12129*# Vigyan Research Associates, Inc., Hampton, Va. VORTICAL FLOW MANAGEMENT FOR IMPROVED CONFIGURATION AERODYNAMICS: RECENT EXPERIENCES D. M. RAO In AGARD Aerodyn. of Vortical Type Flows in Three Dimensions 14 p (SEE N84-12099 03-02) Jul. 1983 refs Sponsored in part by NASA-Langley Avail: NTIS HC A24/MF A01 CSCL 01A

Recent progress in vortex-control applications for alleviating the adverse consequences of three dimensional separation and vortical interactions on slender body/swept wing configurations is reported. Examples include helical separation trip to alleviate the side force due to forebody vortex asymmetry; hinged strakes to avoid vortex breakdown effects; compartmentation of swept leading edge separation to delay the pitch-up instability; under wing vortex trip and vortex trip and vortex flaps for drag reduction at high lift; and an apex-flap trimmer to fully utilize the lift capability of trailing-edge flaps for take off and landing of delta wings. Experimental results on generic wind-tunnel models are presented to illustrate the vortex-management concepts involved and to

indicate their potential for enhancing the subsonic aerodynamics of supersonic-cruise type vehicles. Author

N84-12130# Cranfield Inst. of Tech., Bedford (England). Dept. of Applied Aerodynamics

THE EFFECTS OF WING TIP DEVICES ON THE PERFORMANCE OF THE BAE JETSTREAM

M. J. FELL (British Aerospace PLC) and J. J. SPILLMAN In AGARD Aerodyn. of Vortical Type Flows in Three Dimensions 11 p (SEE N84-12099 03-02) Jul. 1983 refs Avail: NTIS HC A24/MF A01

A measurable drag reduction for a Jetstream fitted with tip devices over the range of operational lift coefficients is demonstrated. The increase in wing root blending moment due to either device in order to compare their relative moments with simple tip extensions is estimated.

N84-12131# Cranfield Inst. of Tech., Bedford (England). Dept. of Applied Aerodynamics

THE EFFECT OF WING TIP DEVICES ON THE FAR-FIELD WAKE OF A PARIS AIRCRAFT

J. J. SPILLMAN In AGARD Aerodyn, of Vortical Type Flows in Three Dimensions 9 p (SEE N84-12099 03-02) Jul. 1983 refs Avail: NTIS HC A24/MF A01

Studies made of the flow about the wing-tip of a wind tunnel model showed that the vortex-type flow generally associated with the rolled-up vortex sheet well behind the tip existed just behind the trailing edge and seemed to be forming over the top of the wing-tip itself. As a result small cambered aerofoils were attached to the wing-tip to redirect the flow locally in such a way that each experienced a force with a significant thrust component. The effect is similar to that generated by the sail of a close-hauled yacht; consequently these small tip extensions were called sails. The original windtunnel and the preliminary flight tests of sails mounted from the tip tanks of the Paris aircraft of the Cranfield Institute of Technology are described. These initial tests showed that a considerable reduction in the lift-dependent drag resulted from fitting the sails but there was a marked scatter in the results which detracted from their credibility. Author

Politecnico di Milano (Italy). Dipt. di Ingegneria

BOUNDARY LAYER SEGMENTATION ON SHARP HIGHLY SWEPT LEADING EDGES AND ITS EFFECTS ON SECONDARY **VORTICES**

A. BARON and S. DEPONTE In AGARD Aerodyn, of Vortical Type Flows in Three Dimensions 7 p (SEE N84-12099 03-02) Jul. 1983 refs

Avail: NTIS HC A24/MF A01

Pressure measurements were performed on an unslotted delta wing model, which enabled to determine the location of the secondary separation line, as a function of the angle of attack. A slotted delta wing model was then built and tests were carried on, showing a remarkable shift of the location of the secondary separation line. In addition, the secondary vortex flow was investigated by means of a tracing gas technique, based on the injection of Helium on the upper surface of the wing and measurements of its concentration in the flow downstream. Boundary layer segmentation appears to be a useful tool in preventing large secondary separations and allows higher lift coefficients to be obtained. It is reasonable to suppose that results similar to those reached for this delta wing could be expected also for conventional highly swept wings.

N64-12133*# National Aeronautics and Space Administration. Ames Research Center, Moffett Field, Calif.
AUGMENTATION OF FIGHTER-AIRCRAFT PERFORMANCE BY

SPANWISE BLOWING OVER THE WING LEADING EDGE
A. SEGINER (Technion-Israel Inst. of Technology) and M. SALOMON (SAL Engineering) /n AGARD Aerodyn. of Vortical Type Flows in Three Dimensions 26 p (SEE N84-12099 03-02) Jul. 1983 refs

Avail: NTIS HC A24/MF A01 CSCL 01A

Spanwise blowing over the wing and canard of a 1:35 model of a close-coupled-canard fighter-airplane configuration (similar to the Kfir-C2) was investigated experimentally in low-speed flow. Tests were conducted at airspeeds of 30 m/sec (Reynolds number of 1.8 x 10 to the 5th power based on mean aerodynamic chord)

with angle-of-attack sweeps from -8 deg to 60 deg, and yaw-angle sweeps from -8 deg to 36 deg at fixed angles of attack 0 deg, 10 deg, 20 deg, 25 deg, 30 deg, and 35 deg. Significant improvement in lift-curve slope, maximum lift, drag polar and lateral/directional stability was found, enlarging the flight envelope beyond its previous low-speed/maximum-lift limit. In spite of the highly swept (60 deg) leading edge, the efficiency of the lift augmentation by blowing was relatively high and was found to increase with increasing blowing momentum on the close-coupled-canard configuration. Interesting possibilities of obtaining much higher efficiencies with swirling jets were indicated.

N84-20499# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

TWO-DIMENSIONAL WIND TUNNEL WALL INTERFERENCE M. MOKRY, Y. Y. CHAN, D. J. JONES, and L. H. OHMAN, ed. Nov. 1983 195 p

(AD-A138964; AGARD-AG-281; ISBN-92-835-1463-7) Avail: NTIS HC A09/MF A01 CSCL 01A

Developments in the understanding of the wall interference problem associated with two dimensional wind tunnel testing at subsonic and transonic speeds are described. Wall boundary conditions, asymptotic analysis of wall interference, classical and extended wall interference theories, wall interference corrections from boundary measurements, integral equation formulation of subcritical wall interference, and effects of side wall boundary layer on two dimensional tests are discussed. Unsteady wall interference at subsonic and supersonic flow conditions is reviewed. Advances in the adaptive wall technique, which actively reduces or eliminates wall interference, are described.

N85-10020# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

EXPERIMENTAL DATA BASE FOR COMPUTERS PROGRAM ASSESSMENT. REPORT OF THE FLUID DYNAMICS PANEL WORKING GROUP 04: ADDENDUM

Loughton, England Jul. 1984 148 p refs (AGARD-AR-138-ADD; ISBN-92-835-1475-0) Avail: NTIS HC A07/MF A01

Data sets for high and low aspect radio wings in wing-alone and wing-body combination are presented to provide data for computer program assessment. For individual titles see N85-10021 through N85-10025.

N85-10021# Lockheed-Georgia Co., Marietta.
TRANSONIC WING AND FAR FIELD TEST DATA ON A HIGH ASPECT RATIO TRANSPORT WING FOR THREE DIMENSIONAL COMPUTATIONAL METHOD EVALUATION
K. P. BURDGES and B. L. HINSON In AGARD Exptl. Data

Base for Computers Program Assessment p (SEE N85-10020 01-02) Jul. 1984 refs

Avail: NTIS HC A07/MF A01

Force and pressure data were obtained on a moderate aspect ratio transport wing that is representative of high performance supercritical technology. The pressure distributions on this wing exhibit recompression of the local supersonic flow over the front part of the wing, terminating the supersonic region with a moderate strength, swept shock wave. Far field boundary conditions were measured to provide a rigorous test case for theoretical models and eliminate uncertainties about wind tunnel wall effects. Tables show pressure coefficients with m = 0.62, 0.80, 0.82, and 0.84 for the upper and lower surfaces and the far field. Lift, pitching moments, and drag data are summarized in graphs.

N85-10022# Lockheed-Georgia Co., Marietta.
TRANSONIC WING AND FAR FIELD TEST DATA ON A
MODERATE ASPECT RATIO WING FOR THREE DIMENSIONAL
COMPUTATIONAL METHOD EVALUATION

K. P. BURDGES and B. L. HINSON In AGARD Exptl. Data Base for Computers Program Assessment 25 p (SEE N85-10020 01-02) Jul 1984 refs

Avail: NTIS HC A07/MF A01

Force and pressure data were provided on a state-of-the-art supercritical moderate aspect ratio transport wing for evaluation of three-dimensional flow computation methods. The wing, though simply defined, is representative of high performance supercritical technology. The pressure distributions on this wing exhibit recompression of the local supersonic flow over the front part of the wing, terminating the supersonic region with a moderate strength, swept shock wave. The strength of the shock wave increases with free stream Mach number until a small region of trailing edge separation occurs in the 70% semispan pressure data for M = .84. The latter condition is an interesting test case for viscous modeling techniques. The accuracy of current computational methods causes concern over the influence of small differences between far field boundary conditions of wind tunnel experiments and the free air boundary condition applied at the edge of the mathematical computational zone. In an effort to improve the rigor of the code evaluation, a far field boundary condition was measured in the experiment to be included as a boundary condition when evaluating computational methods.

Aircraft Research Association Ltd., Bedford N85-10023#

PRESSURE DISTRIBUTIONS MEASURED ON RESEARCH WING M100 MOUNTED ON AN AXISYMMETRIC BODY

M. P. CARR and K. C. PALLISTER In AGARD Exptl. Data Base for Computer Program Assessment 36 p (SEE N85-10020 01-02) Jul. 1984 refs Avail: NTIS HC A07/MF A01

Measurements of surface pressure distributions on a research wing in a transonic wind tunnel are presented. Tabulated data are given for an incidence range at constant Mach number and a Mach number range at approximately constant lift coefficient. Overall force measurements for the same test conditions as the presented pressures are also given.

N85-10024# Aircraft Research Association Ltd., Bedford (England)

PRESSURE DISTRIBUTIONS MEASURED ON RESEARCH WING M86 MOUNTED ON AN AXISYMMETRIC BODY

In AGARD Exptl. Data Base for Computers Program Assessment 25 p (SEE N85-10020 01-02) Jul. 1984 refs Avail: NTIS HC A07/MF A01

Surface pressure distributions are measured on a research wind in a transonic wind tunnel. Tabulated data are given for seven conditions covering three Mach numbers. Force measurements for the same test conditions as the presented pressures are also

N85-10025# Aeronautical Research Inst. of Sweden, Bromma. PRESSURE DISTRIBUTION ON A SWEPT WING AIRCRAFT IN

A. BERTELRUD In AGARD Exptl. Data Base for Computers Program Assessment 31 p (SEE N85-10020 01-02) Jul. 1984

Avail: NTIS HC A07/MF A01

A comprehensive data base is developed for the flow on a swept wing aircraft under flight conditions. Four cases are presented. The data concerns pressure distributions, some skin friction information and very limited boundary layer results. The full data base contains several other types of data (including turbulence measurements), measurements taken under instationary conditions as well as particular investigations concerning drag reduction, junction flow, transition etc. The data structure obtained during a flight test differs from tunnel results in several respects. Ample and redundant data with elaborate checking of data validity and repeatability are required. Real life conditions, i.e., no wind tunnel walls, atmospheric turbulence (intensity and scale) vary with each flight and each altitude. For the present tests the following are observed: (1) natural transition, and (2) all data obtained are for trimmed conditions; i.e., the stabilizer/elevator has slightly different setting for each flight condition d-5.

M.A.C.

N85-2666# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). LOW REYNOLDS NUMBER VEHICLES

T. J. MUELLER (Notre Dame Univ.) and E. RESHOTKO, ed. (Case Western Reserve Univ.) Feb. 1985 77 p refs (AGARD-AG-288; ISBN-92-835-1486-6; AD-A153233) Avail: NTIS HC A05/MF A01

Recent interest in the subject of low Reynolds number configuration has entered on the design and evaluation of efficient airfoil sections at chord Reynolds numbers from about 100,000 to 1m. These configurations include remotely-piloted

operating at high altitudes, sailplanes, ultra-light mancarrying/man-powered aircraft, wind turbines and propellers. Serious problems still exist with respect to boundary layer separations and transition below R(c)=500,000. Current design and analysis methods need improved criteria for laminar separation. Improved mathematical models for these complex phenomena require more experimental studies. For various reasons definitive experiments are difficult. The results of many experimental studies are presented to illustrate the type of difficulties encountered. Recommendations for future research are given.

N85-31028# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

COMPENDUM OF UNSTEADY AERODYNAMIC MEASUREMENTS, ADDENDUM 1

Loughton, England May 1985 127 p refs Supplement to AGARD-R-702; see N83-14065
(AGARD-R-702-ADD-1; ISBN-92-835-1495-5; AD-A157678)

Avail: NTIS HC A07/MF A01

Data sets of wind tunnel measurements made on aeroelastic configurations are given. Data are given on the ZKP wing with an oscillating aileron and on the LANN wing pitching oscillations. For individual titles see N85-31029 through N85-31030.

N85-31029# Messerschmitt-Boelkow-Blohm G.m.b.H., Bremen (West Germany). Transport und Verkehrsfluegzeuge.

DATA SET 8: ZKP WING, OSCILLATING AILERON

K. DAU, S. VOGEL, and H. ZIMMERMANN in AGARD Compendium of Unsteady Aerodynamic Meas., Add. 1 44 p (SEE N85-31028 20-02) May 1985 refs Avail: NTIS HC A07/MF A01

A data set containing pressure distributions measured on the ZKP wing for an oscillating aileron in the ONERA transonic S1 wind tunnel at Modane, France, in late 1982 is given. The purpose of the tests was to obtain steady and unsteady pressures due to fast-moving control surfaces in transonic flow, likely to be encountered in the operation of active control systems for transport aircraft.

N85-31030# National Aerospace Lab., Amsterdam (Netherlands). Aeroelasticity Dept.

DATA SET 9: LANN WING. PITCHING OSCILLATION
R. J. ZWAAN /n AGARD Compendium of Unsteady Aerodynamic
Meas., Add. 1 76 p (SEE N85-31028 20-02) May 1985 refs
Avail: NTIS HC A07/MF A01

This data set relates to a semi-span model of a transport-type wing with a supercritical aerofoil from root to tip. One of the objectives of this program was to create an experimental data base for steady and unsteady transonic computer code evaluation. The wing geometry was designed by Lockheed-Georgia, where the wing became known as wing A. A smaller scale model was already tested in steady flow. The mean test conditions are shown. In view of the intended correlations of experimental and calculated data, the greater part of the test runs was carried out with attached flow. Examples of the mean steady and the unsteady pressure distributions are given as well as spanwise load distributions. As all test runs were made at more or less different conditions, a modified set of CT cases is proposed in this data set. The modifications, however, leave the kind of parameter variations as foreseen in the original set of Ref 9.4 practically unchanged. From the correlation of experimental and calculated data, it appears that the correlation can be made most appropriately for the pressure distributions. The correlation of sectional coefficients is hampered by less accurate experimental values caused by a number of failing pressure tubes in regions of strong pressure gradients.

N86-15256# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). Fluid Dynamics Panel Working Group 07.

TEST CASES FOR INVISCID FLOW FIELD METHODS
Loughton, England May 1985 336 p refs
(AGARD-AR-211; ISBN-92-835-1497-1; AD-A162128) Avail:
NTIS HC A15/MF A01

The escalating costs and the continuing limitations of wind tunnel testing together with the growing imperative to achieve the optimal design have rapidly increased the importance of computational fluid dynamics in the design of military aircraft. At relevant Reynolds numbers, inviscid flow methods continue to play

an essential role in this design process. In recognition of this, the AGARD Fluid Dynamics panel established Working Group 07 to specify relevant reference test cases to serve as validation bases for those developing new methods with improved accuracy and cost-effectiveness. These cases turther serve as check cases for those learning to use existing production codes. The recommendations of the Working Group are presented. For individual titles see N86-15257 through N86-15265.

N86-15257# Boeing Military Airplane Development, Seattle, Wash

OBJECTIVES AND SCOPE OF THE WORKING GROUP 07
H. YOSHIHARA In AGARD Test Cases for Inviscid Flow Field
Methods 3 p (SEE N86-15256 06-02) May 1985
Avail: NTIS HC A15/MF A01

The objectives and scope of the working group on test cases for inviscid flow field methods are defined. The types of solutions sort and their procedures are given. The membership of the group is given, both panel and nonpanel members. Also given is the meetings procedures.

N86-15258# Trondheim Univ. (Norway).
FORMULATION OF THE EULER BOUNDARY VALUE
PROBLEM

H. NORSTRUD In AGARD Test Cases for Inviscid Flow Field Methods 56 p (SEE N86-15256 06-02) May 1985 refs Avail: NTIS HC A15/MF A01

Most of the obtained solutions to fluid flow problems are based on irrotational motion and, hence, can be grouped together as potential flow solutions. In many practical cases such potential approximations yields satisfactory results as compared to a rotational flow solution. The Mach number contours around an airfoil at supersonic speed is shown. For flows with strong entropy variation in the flow field the situation, however, is changed. This is especially true for embedded shocks. The Mach number contour around a cylinder for M sub infinity less than 1, and the corresponding streamlines are illustrated. The major reason behind the discrepancy between a rotational and irrotational solution lies in the fact that the potential flow solution does not satisfy the Rankine-Hugoniot jump condition across a shock. As it can be seen, an irrotational solution like the full potential solution or the transonic small perturbation solution (TSP), will yield a larger Mach number jump across the shock as compared to the equivalent rotational or Euler solution. Furthermore, the shock location will differ between a rotational and irrotational solution. It must be stated that for flows with complex shock patterns and for flows with inherent vorticity the method of solution adopted must be based on the Euler equations. The flow field around a modern combat aircraft is well suited to serve as an example to this. The calculated pressure distribution around an aircraft forebody at M sub infinity is shown. Author

N86-15259# National Aerospace Lab., Amsterdam (Netherlands).
NUMERICAL METHODS

J. W. BOERSTOEL In AGARD Test Cases for Inviscid Flow Field Methods 7 p (SEE N86-15256 06-02) May 1985 refs Avail: NTIS HC A15/MF A01

A survey of numerical techniques used in computational simulations of Euler flows is presented. The number of techniques reported in literature is so large that a detailed description of all of them is out of scope. Therefore, this survey is concentrated to sketching only the more important numerical topics, and pointing out differences in possible approaches. The general approach to the numerical solution of the initial boundary value problem of the Euler equations consists of two major steps. In the first step the flow equations, the boundary conditions, and the initial conditions of the continuum-model formulation of the problem are replaced by a large system of algebraic equations (discretization). In the second step the resulting system of algebraic equations is solved (solution). The discretization process reduces to splitting the (1,x,y,z)-space into small elementary volumes called cells (gnd generation), and writing down, for each cell, algebraic approximations of the conservation equations, of the initial conditions, and of boundary conditions. The solution of the algebraic equation system is discussed, and the topic of well-posedness of the numerical problem is briefly discussed.

Author

N86-15260# Politecnico di Milano (Italy) EXACT SOLUTIONS TO TRANSONIC AND SUPERSONIC

FLOWS

G CHIOCCHIA In AGARD Test Cases for Inviscid Flow Field Methods 14 p (SEE N86-15256 06-02) May 1985 refs Avail NTIS HC A15/MF A01

A survey of the most important analytical solutions for transonic and supersonic flows is presented. Particular attention is paid to the transonic cases, where the presence of embedded supersonic regions of a priori unknown extension causes considerable difficulties to the numerical computations and raises the need for reference test cases. Exact analytical transonic solutions are rare and not always adequate for checking practical cases. For this reason some approximate analytical solutions are also presented; in this case, however, the approximations must be well known in advance and their numerical effects must be limited. As a general standard of judgement, solutions in which the approximation consists in the replacement of partial differential equations by finite difference equations are excluded. Closed form or series solutions for two or three cases of approximate equations whose validity fields are well established are accepted.

N86-15261# National Aeronautical Establishment, Ottawa

REFERENCE TEST CASES AND CONTRIBUTORS
D. J. JONES In AGARD Test Cases for Inviscid Flow Field Methods 24 p (SEE N86-15256 06-02) May 1985 refs Avail: NTIS HC A15/MF A01

The reference test cases are divided into two sections. They are the two dimensional airfoils and cascades and three dimensional cases. Specifications, reference solutions, and contributors are given for the two dimensional cases. Specifications are divided into planform, profiles, root sections, and tip sections for the three dimensional cases.

N86-15262# Office National d'Etudes et de Recherches Aerospatiales, Paris (France)

NUMERICAL SOLUTIONS OF TWO-DIMENSIONAL REFERENCE TEST CASES

GIVINI H In AGARD Test Cases for Inviscid Flow Field Methods 68 p (SEE N86-15256 06-02) May 1985 refs Avail: NTIS HC A15/MF A01

Selected numerical solutions of the two dimensional reference test cases are presented and the quality if not the absolute accuracy of these solutions are assessed. The numerical methods used to solve the Euler equations are not taken into consideration in the present discussion, and the numerical solutions available for a given test case are evaluated essentially through cross-comparisons of these solutions and by taking into account some known features of the exact (unknown) solution. The present evaluation has shown the importance of the outer boundary position in relation with the boundary conditions and the numerical treatment applied at this boundary. It seems that the minimum distance at which this boundary should be located in order to achieve a given accuracy can vary to a very large extent depending on the boundary treatment. This is an important question which requires detailed studies of all the factors involved. Whereas the trailing edge problem and the Zierep singularity problem change in nature when viscous effects are taken into account, the problem of the far field treatment (outside the viscous wake) remains exactly the same at high Revnolds numbers.

Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany).

NUMERICAL SOLUTIONS FOR THREE-DIMENSIONAL CASES: SWEPT WINGS

In AGARD Test Cases for Inviscid Flow Field P. SACHER Methods 110 p (SEE N86-15256 06-02) May 1985 refs Avail: NTIS HC A15/MF A01

The simplest swept wing geometry of practical interest was Test Case 11 and 12, ONERA M6, with constant section, moderate Aspect Ratio = 3.8 and only 30 deg leading edge sweep. But even this simple planform produced in TC11 with 3.06 deg angle of attack the rolling up of a Tip-Vortex which may contribute to induced drag. The numerical analysis of the nonlinear wake leaving the trailing edge of a lifting wing including the rolling up at the wing tips is one of the most promising aspects of the potential of solving the Euler equations at considerably higher cost in place of Full Potential equation. Consequently the complexity of a realistic transport type planform with twist, camber, variations of section profiles and breakpoints in leading and/or trailing edge sweep can be represented by Test Case 16, NASA AMES SWEPT WING. More or less, all additional problems in computation of the flow field are due to mesh-grid generation and the increase of the number of grid points which are necessary to simulate the flow sufficiently accurate. Only one contribution was obtained for this Author Test Case.

N86-15264# Royal Aircraft Establishment, Farnborough (England). NUMERICAL SOLUTIONS FOR THREE-DIMENSIONAL CASES:

DELTA WINGS In AGARD Test Cases for Inviscid Flow Field J. H. B. SMITH Methods 94 p (SEE N86-15256 06-02) May 1985 refs

Avail: NTIS HC A15/MF A01

Wings of delta planform present the real problems of estimating wave drag and representing vortex flows in their simplest form. Any method of calculation aiming to contribute to these problems should be capable of performing well on such simple shapes. On the other hand, there is no evidence that reliable solutions for such simple shapes already exist. It was decided to seek solutions for wings of delta planform for conditions which are relevant to wave-drag estimation and vortex-flow prediction. For a shape which is reasonably slender, at a Mach number sufficiently greater than unity, the flow is supersonic everywhere, so that there is no upstream influence, and the flow can, in principle, be calculated by a space marching method. The final considerations affecting the choice of case are that the shape should be simple, and that experimental measurements should exist. The first makes it easy to ensure that the description of the shape is complete and unambiguous, and makes it possible for all potential computers to represent the shape in their programs. The second, while not strictly necessary and perhaps even irrelevant to the assessment of the accuracy of inviscid calculations, does provide an assurance that solutions judged to be mathematically accurate are not in serious conflict with physical reality.

N86-15265# Boeing Military Airplane Devent nent, Seattle,

CONCLUDING REMARKS Abstract Only

H. YOSHARA In AGARD Test Cases for Inviscid Flow Field Methods 1 p (SEE N86-15256 06-02) May 1985 Avail: NTIS HC A15/MF A01

It may be recalled that the primary purpose of the WG07 was the generation of relevant Euler solutions, both planar and 3D, to serve as Reference Test Cases which developers of Euler methods could use to assess their codes. Since such Reference Test Cases in most cases must themselves be generated numerically, there was initial concern as to the meaningfulness of this objective. The quality of the results produced by the many dedicated contributors has largely dispelled this concern. Except for a few instances, the numerical algorithms used by the contributors within the flow field and at the boundaries were sound. The relative accuracies of the various contributions were due in large part to the density and extent of the mesh used, though the quality of the artificial viscosity used was also an important factor. The planar airfoil solutions recommended herein should serve as reliable Reference Test Cases. The 3D cases understandably are relatively less reliable and must at present be considered as interim Test Cases to serve as approximate guides. It is hoped that the latter cases can be upgraded by future improved calculations. To monitor such activities as well as possibly to extent the scope to viscous solutions, the AGARD Fluid Dynamics Panel has established a Computational Fluid Dynamics Subcommittee.

N86-15266# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). AIRCRAFT DRAG PREDICTION AND REDUCTION
Loughton, England Jul. 1985 269 p refs S

Special course held in Rhode-Saint-Genese, Belgium, 20-23 May 1985 and in Hampton, Va., 5-8 Aug. 1985; sponsored by von Karman Inst. and AGARD

(AGARD-R-723; ISBN-92-835-1507-2; AD-A160718) Avail: NTIS HC A12/MF A01

Numerous topics relating to aircraft drag prediction and control are discussed. Laminar flow control with suction; parasitic and interference drag prediction and reduction; and vortex drag reduction are among the topics discussed. For individual titles see N86-15267 through N86-15275.

N86-15267# Lockheed-Georgia Co., Marietta. Advanced Flight

AIRCRAFT DRAG REDUCTION TECHNOLOGY: A SUMMARY A. S. THOMAS In AGARD Aircraft Drag Prediction and Reduction 20 p (SEE N86-15266 06-02) Jul. 1985 refs Previously announced as N85-16782

Avail: NTIS HC A12/MF A01

The current techniques of aircraft viscous drag reduction and some of the more recent developments that have taken place in this technology are reviewed. The various sources and relative contributions of aircraft drag are described including skin friction drag, pressure drag, interference drag and lift induced drag. The physical processes that lead to these drag contributions are emphasized and methods of reducing the impact of these drag sources are discussed. It is shown how innovative and optimized aircraft configurations can lead to drag benefits. E.A.K. (IAA)

N86-15268# Arizona State Univ., Tempe. Mechanical and N86-152007 Aerospace Engineering. TRANSITION:

T-S WAVES CROSSFLOW MECHANISMS

W. S. SARIC In AGARD Aircraft Drag Prediction and Reduction 18 p (SEE N86-15266 06-02) Jul. 1985 refs Avail: NTIS HC A12/MF A01

The basic instability mechanisms are discussed from an elementary standpoint considering only boundary layers in external flows. The current state-of-the-art of boundary-ayer transition prediction is reviewed and, by using recent results, it is shown that a number of unique transition mechanisms exist and each can play a different role in the breakdown to turbulence. The control of the stability and transition characteristics of a particular flow field requires thoroughly understanding the details of these breakdown mechanisms.

N86-15269# Arizona State Univ., Tempe. Mechanical and Aerospace Engineering

LAMINAR FLOW CONTROL WITH SUCTION: THEORY AND **EXPERIMENT**

W. S. SARIC In AGARD Aircraft Drag Prediction and Reduction 11 p (SEE N86-15266 06-02) Jul. 1985 refs Avail: NTIS HC A12/MF A01

The concept of boundary-layer stabilization with weak wall suction is introduced at a basic level and the means for calculating the effects of suction are described. The historical development of this technique is reviewed and the state-of-the-art of theory and experiment is covered. Some problems associated with the implementation of suction into aircraft boundary layers are discussed. Author

N86-15270*# National Aeronautics and Space Administration Langley Research Center, Hampton, Va.

DESIGN CONSIDERATIONS FOR APPLICATION OF LAMINAR FLOW CONTROL SYSTEMS TO TRANSPORT AIRCRAFT

A. L. BRASLOW and M. C. FISCHER In AGARD Aircraft Drag Prediction and Reduction 27 p (SEE N86-15266 06-02)

Avail: NTIS HC A12/MF A01 CSCL 01A

The current status of the laminar-flow control LFC technology is summarized. Factors that have previously inhibited the application of LFC are first reviewed. Involved are the effects of atmospheric ice crystals, surface irregularities, acoustical environment, and off-design operating conditions. Aircraft design trends that are different from turbulent aircraft are discussed as are various design requirements unique to the LFC systems. Current design approaches for the principal LFC systems are reviewed. These include the system for protection of the leading-edge region from surface contamination and icing and the system for removal cf a portion of the boundary-layer air. The latter includes consideration of both multiple spanwise suction slots and distributed perforations and required differences between the wing-box and leading-edge box regions.

National Aeronautics and Space Administration N86-15271°# angley Research Center, Hampton, Va

TURBULENT DRAG REDUCTION FOR EXTERNAL FLOWS
D. M. BUSHNELL In AGARD Aircraft Drag Prediction and D. M. BUSHIELE "I AGAIN AIRCIAN DIAG FIGURIA Reduction 26 p (SEE N86-15266 06-02) Jul. 1985 refs Avail: NTIS HC A12/MF A01

A summary of turbulent drag reduction approaches applicable to external flows is given. Because relatively recent and exhaustive reviews exist for laminar flow control and polymer (hydrodynamic) drag reduction, the focus here is upon the emerging areas of nonplanar geometry and large-eddy alteration. Turbulent control techniques for air generally result in modest (but technologically significant) drag reductions (order of 20 percent or less), whereas hydrodynamic approaches can yield drag reductions the order of 70 percent. Suggestions are included for alternative concepts and optimization of existing approaches.

N86-15272# Office National d'Etudes et de Recherches Aerospatiales, Paris (France).
PARASITIC AND INTERFERENCE DRAG PREDICTION AND

REDUCTION

P. POISSON-QUINTON In AGARD Aircraft Drag Prediction and Reduction 27 p (SEE N86-15266 06-02) Jul. 1985 refs Avail: NTIS HC A12/MF A01

Parasitic drag related to excrescences, leaks, etc., and to local flow separations, and interference drag related to wing/fuselage. propulsive nacelle/wing or fuselage, and external stores/wing or fuselage, etc., are discussed. Although a precise prediction of such drag terms is still difficult to obtain in wind-tunnel testing, a large number of typical trends are available to the designer to avoid too large penalties on transport or combat aircraft at the preliminary design stage; several examples are given to illustrate these trends, together with some optimization methods.

N86-15273# Lockheed-Georgia Co., Marietta RECENT DEVELOPMENTS IN THREE-DIMENSIONAL WAKE

J. E. HACKETT and A. SUGAVANAM In AGARD Aircraft Drag Prediction and Reduction 19 p (SEE N86-15266 06-02)

Avail: NTIS HC A12/MF A01

Significant advances in the determination of drag and its components (viscous, vortex, source, blockage, etc.) have been made in recent years. These were triggered by the reduction of the vortex drag integral to a wake integral by Maskell in the early 1970's. In 1979, Wu Hackett, and Lilley broadened the basis for Maskell's results and, in 1984, Hackett and Sugavanam devised methods which make it suitable for use in the near-wake of wind tunnel models. These advances are reviewed. A consistent derivation, starting from a simple form of the momentum equations, which include the best and least restrictive assumptions and procedures is provided. A practical example is discussed. Author

N86-15274# Royal Aircraft Establishment, Farnborough

PREDICTION OF THE DRAG OF WINGS AT SUBSONIC SPEEDS BY VISCOUS/INVISCID INTERACTION TECHNIQUES

R. C. LOCK /n AGARD Aircraft Drag Prediction and Reduction 71 p (SEE N86-15266 06-02) Jul. 1985 refs

Avail: NTIS HC A12/MF A01

Alternative ways of calculating the drag of an aerofoil or wing are discussed, and it is concluded that, at the present time, the far field approach is both more accurate and more informative. In this approach, the total drag is split into three components, wave (C sub D sub W), vortex (C sub D sub i) and viscous (C sub D sub V), and it is shown how simple methods for estimating these components can be derived. A brief account is given of the modern technique of viscous-inviscid interaction, concentrating on methods in which an accurate inviscid code is coupled with an integral method for calculating the viscous shear layers (boundary layer and wake). Recent advances are described which should improve the overall accuracy and allow more difficult cases, where boundary layer separation is present, to be treated successfully. Some methods of this type for aerofoils in two dimensions are summarized, and their accuracy assessed by companson with experiment, including examples where flow separation takes place. Finally, an experiment on a particular wing-body combination, typical of a modern transport aircraft design, is chosen to show how an

analysis of the drag can be performed by using the experimental pressure distribution as input to theoretical methods for calculating the separate wave, vortex and viscous components of drag.

Deutsche Forschungs- und Versuchsanstalt fuer N86-15275# Luft- und Raumfahrt, Goettingen (West Germany). Institut fuer Experimentelle Stroemungsmechnik

TRANSONIC DRAG RISE AND DRAG REDUCTION BY ACTIVE/PASSIVE BOUNDARY LAYER CONTROL

E. STANEWSKY and F. KROGMANN In AGARD Aircraft Drag Prediction and Reduction 41 p (SEE N86-15266 06-02) Jul. 1985 refs

Avail: NTIS HC A12/MF A01

Accurate drag prediction and efficient drag reduction are, particularly in the transonic speed range, paramount to the future of economical aircraft design and operation. The prediction of drag based on high-speed wind tunnel results are discussed with emphasis placed on problems associated with testing at transonic speeds and the transfer of low Reynolds number wind tunnel results to full-scale aircraft conditions. A more general consideration of the drag development associated with compressibility and viscosity and the viscous-inviscid interaction of the flow on an aerodynamic configuration is given. Drag reduction methods which are mainly based on active and passive boundary layer control by means of slots and perforated strips utilized to either draw material from and/or add material to the boundary layer are discussed. It may be concluded that present transonic drag predicton methods need further improvement, especially at off-design conditions; and that some of the approaches to boundary layer control considered may be quite efficient in increasing aircraft aerodynamic Author performance.

N86-19298# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).
TECHNICAL EVALUATION REPORT ON THE FLUID DYNAMICS

PANEL SYMPOSIUM ON AERODYNAMICS AND ACOUSTICS OF PROPELLERS

P. POISSON-QUINTON (ONERA, Chatillon, France) Jul. 1985 43 p refs

(AGARD-AR-213; ISBN-92-835-1508-0; AD-A161886) NTIS HC A03/MF A01

The Advisory Report contains a review and evaluation of the material presented at the AGARD Fluid Dynamics Panel Symposium on Aerodynamics and Acoustics of Propellers held in Toronto, Canada, 1 to 4 October 1984. Also included are related information. from other sources and an excellent discussion of the state of art of modern propeller design and performance is presented. This Advisory Report was produced at the request of the Fluid Dynamics Panel of AGARD. Author

N86-19299# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

AND UNSTEADY **AERODYNAMICS AEROELASTIC APPLICATIONS**

51 p Proceedings of the 59th Meeting of the Structures and Materials Panel, Toulouse, France, 2-7 Sep. 1984 (AGARD-CP-374-ADD-1; ISBN-92-835-1501-3; AD-A161953) Avail: NTIS HC A04/MF A01

The 59th meeting of the AGARD Structures and Materials Panel (SMP) was held on 3 to 7 September 1984 in Toulouse, France It included a specialists' conference to discuss the latest methods of predicting transonic unsteady airloads for oscillating surfaces and flutter. Also considered were aeroelastic applications, many of which were made to standard configurations selected for the SMP cooperative program. The 16 papers and the round table scussion are summarized in some detail for coordination with AGARD's Fluid Dynamics Panel and Fluid Mechanics Panel.

Author

N86-19300# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

TWO-DIMENSIONAL TURBULENT SEPARATED FLOW

R. L. SIMPSON (Virginia Polytechnic Inst. and State Univ., Blacksburg) and A. D. YOUNG, ed. Jun. 1985 107 p. refs (AGARD-AG-287-VOL-1; AD-A160659) Avail: NTIS HC A02/MF A01

Many different flow cases with nominally two-dimensional turbulent separated flow regimes are discussed. Because of intermittent flow reversal and backflow near the wall, directionally sensitive measurement techniques such as hot-wire, pulsed-wire and laser anemometry are discussed. Experimentally-observed structure of detached flows on streamlined surfaces and around sharp-edged corners is discussed for steady and unsteady incompressible and compressible cases where large-scale structures dominate the flow behavior. A number of differential and integral calculation methods are discussed. Traditional attached flow turbulence models do not describe attached flows well and methods which include experimentally-observed features of detached flow parameters seem to perform best.

N86-20376# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

IMPROVEMENT OF AERODYNAMIC PERFORMANCE THROUGH **BOUNDARY LAYER CONTROL AND HIGH LIFT SYSTEMS**

OSKAM (National Aerospace Lab., Amsterdam) and B. VANDENBERG (National Aerospace Lab., Amsterdam) May 1985 11 p (AGARD-AR-210; ISBN-92-835-1498-X; AD-A160721) Avail:

NTIS HC A02/MF A01

This report presents an overall survey and evaluation of the AGARD Symposium on Improvement of Aerodynamic Performance through Boundary Layer Control and High Lift Systems held in Brussel. Belgium, 21 to 23 May 1984. Emphasis of the presentations and discussion on lift augmentation was on mechanical highlift systems, while laminar flow control and boundary layer manipulation shared the session on drag reduction. Significant interest was also shown in control of shock wave boundary layer interactions to mitigate their adverse effects.

Author

04

AIRCRAFT COMMUNICATIONS AND NAVIGATION

Includes digital and voice communication with aircraft; air navigation systems (satellite and ground based); and air traffic control.

Advisory Group for Aerospace Research and N83-22177# Development, Neuilly-Sur-Seine (France).

AIR TRAFFIC CONTROL IN FACE OF USERS' DEMAND AND **ECONOMY CONSTRAINTS**

eb. 1983 111 p refs Conf held in Lisbon, 15 Oct. 1982 In ENGLISH and FRENCH

(AD-A127146; ISBN-92-835-0326; AGARD-CP-340) Avail: NTIS HC A06/MF A01

The role of air traffic control in reduction of operating costs for aircraft is addressed, including fuel conservation, economic constraints, civilian military coordination aspects, management, and planning concepts. For individual titles, see N83-22178 through NB3-22187

N83-22178# Civil Aviation Authority, London (England) A UK NATS VIEW OF THE AIR TRAFFIC MANAGEMENT REQUIREMENTS IN THE NEXT DECADE

P. H. HEMMING In AGARD Air Traffic Control in Face of Users' demand and Econ. Constraints 5 p (SEE N83-22177 12-04) Feb 1983

Avail: NTIS HC A06/MF A01

The main categories of user demand in United Kingdom airspace at present and the Air Traffic Management infrastructure currently provided are discussed. Aspects of NATS plans for improvement and modernization of air traffic control and the relationship of these plans to improved economy and fuel conservation are outlined. The main focus of these plans is related to development

of ATC capability in the London and South East England area, therefore the redevelopment of the London Air Traffic Control Centre is described in the context of the theme of the Special Session. The relationship applicable to the United Kingdom between financial policy, implementation plans and the cost to system user is discussed in view of the constraints it places on the ability of the ATC system to meet commercial demand for the most economic service

N83-22179# Civil Aviation Authority, London (England) FUEL CONSERVATION AND ECONOMY CONSTRAINTS

D. BARBER and J. C. MORRALL In AGARD Air Traffic Control in Face of Users' Demand and Econ. Constraints 8 p (SEE N83-22177 12-04) Feb. 1983 Avail: NTIS HC A06/MF A01

Fuel conservation in civil aviation may be achieved by increasing the efficiency of the aircraft themselves, by operating the aircraft more efficiently, and by providing them with a more efficient air traffic environment. Three aspects are discussed briefly, and possible improvements in the air traffic management environment are examined in more detail. Finally, attention is drawn to the Research and Development program needed to achieve fuel conservation by improved air traffic management.

N83-22180# KLM Royal Dutch Airlines, Amsterdam (Netherlands). Aircraft Performance Dept.

THE AIRLINE FACING THE PRESENT CRISIS

J. H. WAGENMAKERS In AGARD Air Traffic Control in Face of Users' Demand and Econ. Constraints 7 p (SEE N83-22177 12-04) Feb. 1983

Avail: NTIS HC A06/MF A01

The impact of the drastic fuel price increase on airline operations is briefly discussed. Some measures that are being taken to contain the economic effect are reviewed. In particular air traffic control (ATC) criteria and military constraints are highlighted, which are known to have a direct influence on fuel burn. This is illustrated with examples and furthermore a specific comment is made in relation to the Portuguese ATC environment.

N83-22181# Allied Air Forces Central Europe, Ramstein AFB (West Germany)

MILITARY REQUIREMENTS [LES BESOINS MILITAIRES]

J. DEDONCKER In AGARD Air Traffic Control in Face of Users' Demand and Econ. Constraints 7 p (SEE N83-22177 12-04) Feb. 1983 In FRENCH

Avail: NTIS HC A06/MF A01

In view of the constraints affecting the military user, it is beneficial to question how much traffic control can contribute to solving actual problems which border largely on the matter of fuel costs. An outline of progress related to approval of the defense budget in member countries of the Atlantic Alliance illustrates how difficult it is in western demoncracies to obtain, in this crisis period. the credits needed to carry out the collective defense programs which were elaborated by NATO in consultation with member countries of the Alliance and approved by governmental authorities. Concrete results, obtained in recent years through the coordination of civilian and military partners responsible for space management provide a glimpse of models of action capable of contributing to a form of economy of costly fuel. These gains seem ridiculous when the question of means needed to realize a deliberately agreed upon policy is raised in all its seriousness.

N83-22182# Aeroportos e Navegacao Aerea E.P., Lisbon (Portugal).

AIR TRAFFIC SERVICES IN PORTUGAL

J. F. CARVALHO In AGARD Air Traffic Control in Face of Users' Demand and Econ. Constraints 3 p (SEE N83-22177 12-04) Feb. 1983

Avail: NTIS HC A06/MF A01

The Portuguese area of responsibility for the provision of Air Traffic Services, and the organization of services and authorities are described. An overview is given of development projects, for the Lisboa and Santa Maria FIR's, their objectives basic concepts, and implementation dates.

N83-22183# Portuguese Air Force, Alfragide.
AIR TRAFFIC SERVICES IN PORTUGAL: CIVIL-MILITARY COORDINATION ASPECTS

L. G. ROCHA In AGARD Air Traffic Control in Face of Users' Demand and Econ. Constraints 7 p (SEE N83-22177 12-04) Feb.

Avail: NTIS HC A06/MF A01

The provision in Portugal of Air Traffic Services in civil and military aircraft and concurrent procedures is discussed. This assessment is based on a strictly military point of view having in account either its requirements or national and international involvements. All over the world the users of the airspace as well of the Air Traffic Control Systems are basically the General Aviation, Air Carriers with their trunk, regional and short haul categories and the military aviation. The effect that military activity has on ATC Systems is extremely inconstant depending on either air space structure or Air Traffic Services organization at each country.

N83-22184# Federal Aviation Administration, Washington, D.C.
OVERVIEW OF UNITED STATES PROGRAM FOR
MODERNIZING AIR TRAFFIC CONTROL AND AIRWAY **FACILITIES**

R. W. WEDAN and P. R. DROUILHET (Lincoln Lab., Lexington, Mass.) In AGARD Air Traffic Control in Face of Users' Demand and Econ. Constraints 14 p (SEE N83-22177 12-04) Feb. 1983 Avail: NTIS HC A06/MF A01

The Federal Aviation Administration (FAA) recently completed a comprehensive plan for moderning the United States (U.S.) Air Traffic Control and Airways Facilities over the period from now to the year 2000. An overview of this plan is provided and description of some of the recent technological developments that provide the foundation for significant improvements to the system are discussed. These improvements include a new discrete address surveillance and data communications system, an airborne collision avoidance system that operates independently from the ground based air traffic control system, the replacement of the air traffic control computer facilities with modern equipment, the inclusion of a higher level of automation to aid the controllers and to provide greater freedom of severe precision landing aids using microwave equipment, and enhanced dissemination of severe weather information to controllers and pilots. Other innovations are also planned in order to meet an increasing demand for air traffic control services but without incurring a proportionate increase in the cost of providing these services

N83-22185# Ratcliffe (S.), Malvern (England). MANAGEMENT AND PLANNING CONCEPTS

S. RATCLIFFE In AGARD Air Traffic Control in Face of Users' Demand and Econ. Constraints 6 p (SEE N83-22177 12-04) Feb 1983

Avail: NTIS HC A06/MF A01

The processes used for management and control of air traffic are outlined. Some congestion in airspace or at airports is inevitable. the further ahead this congestion is foreseen, the more economically it can be resolved. A limit is set by the accuracy with which the future can be predicted. Existing ATC systems necessarily use human controllers, who often significantly outnumber the aircraft under their control. It is not easy to see how this situation might be improved. Control tasks must be divided up between numerous controllers who, at busy times, cannot discuss each others problems in any detail. Controllers therefore solve only subsets of the total problem, and their solutions are significantly less efficient than theory indicates is possible. The extent to which 'automation' might make possible chean... or more efficient ATC is safety considerations and difficult 'human factors' problems

N83-22186# Eurocontrol Agency, Brussels (Belgium).
DYNAMIC CONTROL OF INBOUND FLIGHTS FOR MINIMUM COST OPERATION

A. BENOIT and S. SWIERSTRA In AGARD Air Traffic Control in Face of Users' Demand and Econ. Constraints 32 p (SEE N83-22177 12-04) Feb. 1983 refs Avail: NTIS HC A06/MF A01

The Zone of Convergence (ZOC) concept is proposed as an essential short term Air Traffic Control contribution to the economics of air transport. It is established that, when considering

traffic inbound to a medium to high density terminal, this approach could reduce fuel consumption by some ten to thirty percent, this value being referred to the total fuel burn in an extended area including and surrounding main terminal and extending over some 100, ideally 300, nautical miles. The selection of profiles tailored to the operators' criteria, whether constrained by ATC or not, is discussed in some detail. The compatibility of the techniques proposed with online operations is found to be satisfactory. This conclusion results from test conducted using ATC simulation facilities, airline flight simulators, and online exercises involving regular scheduled flights.

N83-22187# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Brunswick (West Germany). INVESTIGATIONS ON FOUR-DIMENSIONAL GUIDANCE IN THE

TMA V. ADAM and W. LECHNER In AGARD Air Traffic Control in Face of Users' Demand and Econ. Constraints 11 p (SEE N83-22177 12-04) Feb. 1983 refs

Avail: NTIS HC A06/MF A01

The four dimensional (4D) guidance of aircraft in the terminal area (TMA) allows for precise control of the minimum separation and thus efficient use of the available approach capacity of the respective airport. A concept for the 4D guidance of transport aircraft was developed and a corresponding control mode was integrated in an automatic flight control system for transport aircraft. The 4D mode is based on usual radar vector guidance technique of air traffic control and, therefore, is characterized by a succession of flight sections with constant values for indicated airspeed, heading and descent rate. The time of arrival is controlled by altering the path via a delay fan. The algorithm for the calculation of the commanded 4D flightpath takes into account suitable wind models updated by actual wind data. The 4D mode is described and first flight test results are discussed.

N84-25691# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

ADVANCES IN STRAPDOWN INERTIAL SYSTEMS

Apr. 1984 225 p refs In ENGLISH and FRENCH Lecture held in Athens, 14-15 May 1984, in Rome, 17-18 May 1984, and in Copenhagen, 21-22 May 1984 (AGARD-LS-133; ISBN-92-835-0351; AD-A143244) Avail: NTIS

HC A10/MF A01

Advances in strapdown inertial system technology during the last five years are addressed. Areas include advances in strapdown instruments, computational algorithms and the application to commercial aircraft, remotely. Piloted vehicles, flight controls. instrumentation, and navigation problems in general. For individual titles, see N84-25692 through N84-25699.

N84-25692# Draper (Charles Stark) Lab., Inc., Cambridge, Mass. G&N Advanced Programs Div.

STRAPDOWN IN INERTIAL SYSTEMS: INTRODUCTION AND OVERVIEW

G. T. SCHMIDT In AGARD Advan. in Strapdown Inertial Systems 4p (SEE N84-25691 16-04) Apr. 1984 refs

Avail: NTIS HC A10/MF A01

The significant advances in strapdown inertial system technology since the last Lecture Series (No. 95) in 1978 on the subject are presented. Areas that are addressed in the Lecture Series include advances in strapdown instruments and computational algorithms and the applications to commercial aircraft, remotely piloted vehicles, flight controls, instrumentation, and navigation problems in general. Author

N84-25693# Strapdown Associates, Inc., Minnetonka, Minn. **ADVANCES IN STRAPDOWN SENSORS**

P. G. SAVAGE In AGARD Advan. in Strapdown Inertial Systems 24p (SEE N84-25691 16-04) Apr. 1984 refs Avail: NTIS HC A10/MF A01

The advanced that have taken place in strapdown sensor technology since 1978 are reviewed. Principal areas addressed in strapdown gyro technology are the state of the art in mainstream floated rate-integrating and tuned-rotor strapdown gyros, performance advances in laser gyros, specical design considerations associated with mechanically dithered laser gyros, the state of the art in magnetic mirror and multioscillator laser gyros, present and projected application areas for laser gyros

related to size, performance and cost, the theory of operation and state of the art in fiber optic rate sensor technology, and the fundamental distinctions between the laser gyro and fiber optic rate sensor. Basic areas addressed in strapdown accelerometer technology are performance advances accelerometers, and the theory of operation and state of the art in vibrating beam accelerometer technology.

N84-25694# Strapdown Associates, Inc., Minnetonka, Minn. STRAPDOWN SYSTEM ALGORITHMS

P. G. SAVAGE In AGARD Advan, in Strapdown Inertial Systems 30p (SEE N84-25691 16-04) Apr. 1984 refs Avail: NTIS HC A10/MF A01

The attitude determination, acceleration transformation, and attitude/heading output computational operations performed in modern day strapdown inertial navigation systems are addressed. Contemporary algorithms are described for implementing these operations in real time computers. The attitude determination and acceleration transformation algorithm discussions are based on the two speed approach in which high frequency coning and sculling effects are calculated with simplified high speed algorithms, with results fed into lower speed higher order algorithms. This is the approach that is typically used in most modern day strapdown systems. Design equations are included for evaluating the performance of the strapdown computer algorithms as a function of computer execution speed and sensor assembly vibration amplitude/frequency/phase environment. Both direction cosine and quaternion based attitude algorithms are described and compared in light of modern day algorithm accuracy capabilities. Orthogonality and normalization operations are addressed for potential attitude algorithm accuracy enhancement. The section on attitude data output algorithms includes a discussion on roll/yaw Euler angle Author singularities near high/low pitch angle conditions.

N84-25695# Boeing Commercial Airplane Co., Seattle, Wash. Navigation Sensors/Displays Dept.

REQUIREMENTS, APPLICATIONS, AND RESULTS OF STRAPDOWN INERTIAL TECHNOLOGY TO COMMERCIAL **AIRPLANES**

P. J. FENNER In AGARD Advan. in Strapdown Inertial Systems 47p (SEE N84-25691 16-04) Apr. 1984 refs Avail: NTIS HC A10/MF A01

The basis for selection of strapdown inertial system for short medium range jet transports is discussed. Inertial data requirements and associated performance requirements are shown for commercial airplanes. Good performance at low cost and high reliability are key requirements of inertial technology application to commercial airplanes which do not have a long range navigation need. The Honeywell laser inertial reference system (IRS) selected by Boeing for the 757/767/737 airplanes is described, along with airplane installation and interface details. Test programs instituted to validate the design and reduce program risk are described. Performance and reliability experience data from Boeing flight tests, and over the first year of airline service, are shown to exceed expectations. Author

N84-25696# Societe de Fabrication d'Instruments de Mesure, Massy (France). Strapdown Systems Engineering Group. STRAPDOWN INERTIAL SYSTEMS FOR TACTICAL MISSILES USING MASS UNBALANCED TWO-AXIS RATE GYROS

J. L. MICHELIN and P. MASSON (Lab. de Recherches Balistiques et Aerodynamiques.) In AGARD Advan. in Strapdown Inertial Systems 41p (SEE N84-25691 16-04) Apr. 1984 Avail: NTIS HC A10/MF A01

In 1979, SFIM began work on strapdown inertial systems using two axis dry tuned gyros (DTG). Since the first feasibility developments SFIM has worked on a large number of applications, the most important being for tactical missiles. All current developments are based on the same concepts - mass unbalanced gyros (M.U.G.) - fully digitized electronics - leading to a systems family - SIL 1 (Systmems Inertiels lies) - in which the cost and volume requirements are the essential points. The basic ideas, some examples of utilization and the test results obtained on some functional models and prototypes by SFIM and essentially by LRBA are presented. Author

N84-25697# Draper (Charles Stark) Lab., Inc., Cambridge, Mass. Inertial Subsystem Div.

MODULAR STRAPDOWN GUIDANCE UNIT WITH EMBEDDED MICROPROCESSORS

J. P. GILMORE In AGARD Advan. in Strapdown Inertial Systems 16p (SEE N84-25691 16-04) Apr. 1984 refs Previously announced as A80-18534 (Contract F08635-76-C-0306)

Avail: NTIS HC A10/MF A01

The Low-Cost Inertial Guidance System (LCIGS) is a modular strapdown implementation of attitude (gyro) and velocity (accelerometer) axes which permits the interchangeable use of different manufacturer's instruments without affecting the system's electronic or mechanical interfaces or processing software. This design flexibility is made possible by the use of microprocessors for processing and control. The microprocessors are embedded in each module and five are used: one per accelerometer triad, one each per gyro module, and one in the service module. The processors effect on-line digital torquing control of the gyros, active instrument error model compensation, including modeling for temperature sensitivity effects, temperature control, self-testing, etc. Adaptation of processing and calibration algorithms to accommodate for instrument changes or sensed environmental variations is achieved through the use of an alterable read-only data base that may be updated by the LCIGS support equipment as required at calibrations or upon an instrument replacement. This data base is accessed by the microprocessors and used to compute coefficient corrections for the processing algorithms. The system architecture is presented and the microprocessor software partitioning and functions are described. (Author) IAA

N84-25698# Air Force Wright Aeronautical Labs., Wright-Patterson AFB, Ohio. Flight Dynamics Lab.
APPLICATION OF MULTIFUNCTION STRAPDOWN INERTIAL SYSTEM

D. L. SEBRING (McDonnell Douglas Corp., St. Louis), J. M. PERDZOCK, and J. T. YOUNG In AGARD Advan. in Strapdown Inertial Systems 20p (SEE N84-25691 16-04) Apr. 1984 refs Avail: NTIS HC A10/MF A01

Reliability, redundancy, and survivability are key issues as integrated requirements for flight control, fire control, propulsion control and navigation are developed. These integrated systems require dependable sources of inertial measurement data. Current inertial sensors, however, are expensive to acquire and maintain, dedicated to specific systems, and are not designed to meet integrated reliability, redundancy, and survivability requirements.

The Multifunction Strapdown Inertial System concept uses a minimum number of inertial sensors in a survivable configuration to provide inertial data for flight control, navigation, weapon delivery, cockpit displays, and sensor stabilization. Because of advantages in survivability, life cycle cost, maintainability and performance, the Multifunction Flight Control Reference System (MFCRS) program was initiated to verify, through flight test, on a McDonnell Douglas F-15 Eagle the key issues of redundancy management and flight control. A redundancy management system based on parity equations was designed. Author

N84-25699# Litton Technische Werke, Freiburg (West Germany). Systems Design Dept.

INITIAL ALIGNMENT AND AUGMENTATION OF THE ARINC 705 STRAPDOWN AHRS LTR-81

W. HASSENPFLUG and M. KLEINSCHMIDT In AGARD Advan. in Strapdown Inertial Systems 14p (SEE N84-25691 16-04) Apr. 1984 refs

Avail: NTIS HC A10/MF A01

After systems hardware description the attitude, heading and vertical loops are discussed. System simulation results are compared with flight test results achieved during A 300 B4 FFC flight certification and BMFT/LITEF sponsored flight tests. Techniques for further system improvements are shortly described.

N86-26316# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). Guidance and Control Panel.

GUIDANCE-CONTROL-NAVIGATION AUTOMATION FOR NIGHT ALL-WEATHER TACTICAL OPERATIONS

Loughton, England Oct. 1985 136 p refs In ENGLISH and FRENCH The 40th Guidance and Control Panel Symposium was held at The Hague, Netherlands, 21-24 May 1985 (AGARD-CP-387; ISBN-92-835-0381-3) Avail: NTIS HC A07/MF A01

The components, functions, and systems integration required to support the evolution of alternative guidance/control/navigation systems capable of enabling effective and routine night all-weather operations are discussed. Papers are organized under the following headings: operational requirements, systems concepts and integration issues, man-machine interface, terrain reference systems, and mission applications. For individual titles see N86-26317 through N86-26327.

N86-26317# Marconi Avionics Ltd., Rochester (England).
A COST-EFFECTIVE NIGHT ATTACK SYSTEM FOR GROUND ATTACK AIRCRAFT

J. F. FISHER and G. R. SLEIGHT In AGARD Guidance-Control-Navigation Automation for Night All-Weather Tactical Operations 8 p (SEE N86-26316 17-04) Oct. 1985
Avai: NTIS HC A07/MF A01

Current ground attack fighters have a good day visual flight rule (VFR) capability. However, they are generally ineffective at night. GEC Avionics have developed a simple integrated night vision system which allows a pilot to operate effectively at high speed and low level. The system uses a fixed forward-looking FLIR sensor to display imagery to the pilot on a raster head-up display. This allows him to terrain-follow and acquire targets. He then uses a touch-sensitive head down display to designate targets to his weapon system for subsequent attack. The pilot is also equipped with night vision goggles to permit hard maneuvering, and with a digital map to enable him to navigate flexibly. By designing the entire system as an integrated whole, cockpit workload is minimized. A series of flight trials has clearly proved the concept. The US Marine Corps AV-8B and RAF Harrier GR5 will soon be equipped with just such a system.

N86-26318# Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany).

COCKPIT AUTOMATION REQUIREMENTS DERIVED FROM MISSION FUNCTIONS DATA

B. FAULKNER, R. SEIFERT, and K. D. RICHTER In AGARD Guidance-Control-Navigation Automation for Night All-Weather Tactical Operations 7 p (SEE N86-26316 17-04) Oct. 1985 refs

Avail: NTIS HC A07/MF A01

Program activities directed towards the development of a system engineering concept for the design of the man-machine interface are summarized. The problem was approached from an operational and human task point of view. The first phase included the development of: (1) a mission task list for selected mission and weapon systems; (2) a method for rating the relative importance of each of the tasks related (a) to the frequency of occurrence, (b) to mission effectiveness, and (c) to flight safety; (3) criteria and/or categories for automation at the man-machine interface, against which the individual mission tasks could be rated; and (4) a method for rating the mission tasks in relation to the automation categories derived.

N86-26319# Ferranti Defence Systems Ltd., Edinburgh (Scotland).

AUTOMATION AND PILOT INTERACTIONS IN NIGHT OR ALL-WEATHER TACTICAL OPERATIONS

W. H. MCKINLAY In AGARD Guidance-Control-Navigation Automation for Night All-Weather Tactical Operations 10 p (SEE N86-26316 17-04) Oct. 1985
Avail: NTIS HC A07/MF A01

Some of the areas in which automation could be used to reduce pilot workload when operating at night or in low visibility are examined. It is shown that in navigation the pilot's task extends from the planning stage before take off to the point at which tactical decisions are taken in the air. The role of the mission planning system and the features of a system developed for this

purpose are covered. The nature of the man-machine interface including its required features and the impact of the latter on the core avionic system including navigation and the MMI are addressed.

N86-26320# Aerospace Medical Research Labs., Wright-Patterson AFB, Ohio. Human Engineering Div. SOME QUANTITATIVE METHODOLOGY FOR COCKPIT DESIGN

C. BATES, JR. and M. M. VIKMANIA In AGARD Guidance-Control-Navigation Automation for Night All-Weather Tactical Operations 10 p (SEE N86-26316 17-04) Oct. 1985

Avail: NTIS HC A07/MF A01

The rapidly developing technology in sensor systems, microprocessors, artificial intelligence and communication systems has blurred the traditional lines between avionics subsystems and offers new design options for integrating the aircrew into the weapon system. These developments, together with the stressful flight regimes imposed by advanced threat systems and the night-in-weather environment required for survival in air-to-ground attack/interdiction, require new approaches to crew station design. These new design opportunities are limited only by the design tools and data bases available for their execution. A simplified cockpit design process can be summarized as conceptual design, detailed design, and design verification. With the many tools needed to pursue this process the subset involving man/machine interface must provide a decision track quantifying and predicting the impact of design decisions on crew performance. To meet the objective of the full utilization of the weapon system crew, each technology option under consideration for incorporation in the cockpit must be judged with consideration of both mission and human performance. The cockpit design process must be embedded in an adequate human performance data base tailored for use by design personnel and must take full advantage of operational experience. The development of a family of cockpit design tools, together with the required data bases, has been one of the objectives of the Air Force Aerospace Medical Research Laboratory research program. From this program a select set of methods will be described and examples provided.

N86-26321# Thomson-CSF, Issy les Moulineaux (France).
SYNTHETIC REAL-TIME RELIEF DISPLAY ALL-WEATHER
AIRBORNE MISSIONS

J. N. BOTELLA /n AGARD Guidance-Control-Navigation Automation for Night All-Weather Tactical Operations 4 p (SEE N86-26316 17-04) Oct. 1985
Avail: NTIS HC A07/MF A01

Within the context of all-weather airborne missions, it is necessary to provide the pilot with information on the external world, even, and particularly when information provided by radar or optronic sensors are failing. The development of altimetric digital data banks prompts investigations to examine the display of synthetic relief in a cockpit. The study of various mass storages shows that a color film has remarkable storage capacities. Altimetric data are stored on a film read by the MERCATOR reader (whose initial function is to read map images). Three-dimensional synthesis algorithms are used and they are provided with the exceptional possibilities enabled by the MERCATOR analysis. The philosophy of this study is to show how a unique product, the map reader MERCATOR, designed to display plane images, is used to perform tridimensional displays of relief.

N86-26322# Farrand Optical Co., Inc., Valhalla, N.Y. THE WIDE FIELD HELMET MOUNTED DISPLAY

J. LARUSSA In AGARD Guidance-Control-Navigation Automation for Night All-Weather Tactical Operations 7 p (SEE N86-26316 17-04) Oct. 1985 refs
Avail: NTIS HC A07/MF A01

The wide field helmet mounted display developed by the Farrand Optical Company, Inc. is described. This display provides the pilot with an instantaneous field of view of 60 deg vertically and 135 deg horizontally. The central field of view consists of an overlap field of 25 deg within which full stereopsis is available. It would appear that a new design which the Farrand Optical Company, Inc. is now in the process of designing for Aerospace Medical Research Laboratory (AMRK) would be applicable for night all weather operations where such data as flight path control,

computed weapon projectories, synthetic outside world views, expected and unexpected threats and automatic terrain following paths would be displayed. The parameters that must be considered in designing a wide field helmet mounted display are discussed. Briefly, these parameters are size, weight and balance on the head, brightness of the display and see-through ability of the display. The discussion assumes the use of a one inch, high brightness, high resolution CRT input already developed and operational.

N86-26323# Marconi Avionics Ltd., Rochester (England). Aircraft and Missile Systems.

A SOLID-STATE MAP DISPLAY FOR RAPID RESPONSE OPERATION

D. J. POWELL and T. E. CRAYFORD In AGARD Guidance-Control-Navigation Automation for Night All-Weather Tactical Operations 13 p (SEE N86-26316 17-04) Oct. 1985

Avail: NTIS HC A07/MF A01

A means to provide pilots with a presentation of a moving color map display on a standard color CRT is described. It uses solid-state techniques and derives the display from a digital database. The design criteria used in the development of the system are discussed and an overview of the system operation is presented. Finally, one of the many ways in which the system as a whole may be used in operation is addressed.

Author

N86-26324# Harris Government Aerospace Systems Div., Melbourne, Fla. Digital Cartographic Programs. APPLICATIONS OF DIGITAL TERRAIN DATA IN FLIGHT OPERATIONS

G. W. CANTRELL In AGARD Guidance-Control-Navigation Automation for Night All-Weather Tactical Operations 24 p (SEE N86-26316 17-04) Oct. 1985

Avail: NTIS HC A07/MF A01

With the availability of a world-wide digital terrain data base becoming a reality, it is now possible to carry and display on a tactical aircraft all of the map information needed for a mission. Along with the map display on a color cathode-ray tube (CRT), current targets and mission-specific data can be shown. The limitations of today's commonly used film readers are eliminated by using a digital data base which contains elevation information; one such data base is the U.S. Defense Mapping Agency's Digital Land Mass System (DLMS). The terrain data can be digitally compressed and efficiently stored so that large area coverages may be achieved. With this information readily available, aircraft mission effectiveness and survivability can be enhanced. The system for accomplishing this task is called a digital map generator (DMG). The DMG architecture encompasses data storage, data access and reconstruction, data display processing, and data formatting for use by other aircraft subsystems. A DMG architecture was developed for application in low-level or nap-of-the-Earth tactical missions, as well as long range strategic missions. Mission capabilities are enhanced by using this DMG to support terrain following/terrain avoidance (TF/TA), autonomous navigation, threat avoidance, and weapons delivery. In addition, the same digital processing approach is usable for pre-flight mission planning. The ability to plan a flight using the actual mission data base gives the pilot the ability to see exactly where he will be at all times and to determine safe corridors for entry and departure, making maximum use of terrain shielding. Similarly, the terrain data may be used for reference during post-mission debriefing, in which the pilot can refer to in-flight annotations made through the DMG subsystem.

N86-26325# Theory and Applications Unlimited Corp., Los Gatos, Calif.

A NEW TECHNIQUE FOR TERRAIN FOLLOWING/TERRAIN AVOIDANCE GUIDANCE COMMAND GENERATION

R. V. DENTON, J. E. JONES, and P. L. FROEBERG In AGARD Guidance-Control-Navigation Automation for Night All-Weather Tactical Operations 11 p (SEE N86-26316 17-04) Oct. 1985 refs

Avail: NTIS HC A07/MF A01

A real-time optimization technique that efficiently generates a robust, optimum terrain following/terrain avoidance (TF/TA) trajectory, and has the structural capability for adding threat avoidance is described. The TF/TA technique presented is based on definition of a performance measure that is systematically

AIRCRAFT COMMUNICATIONS AND NAVIGATION

optimized in real-time. The approach uses on-board Defense Mapping Agency digital terrain elevation data extensively, as updated by real-time sensor inputs. The optimization of the performance measure embodies the real-time trade-off of flying over (TF) versus flying around terrain features (TA). performance measure is defined to generally penalize large excursions from the nominal (globally-defined) route, while rewarding a trajectory that achieves better terrain masking than contained in the nominal, mission-planned route. Direct incorporation of limits on the flight control variables (bank angle, roll rate, normal acceleration, etc.) is included within the procedure. The TF/TA technique also addresses additional considerations that apply when combining the TF/TA flight trajectory computation with maneuvers through mission waypoints. This involves several subtleties associated with the relative importance of the turning maneuver desired versus the normally applicable TF/TA performance measure. Finally, the relevance of this work to other advances in trajectory computation is described. This includes the relationship to global trajectory generation, and to integrated TF/TA with threat avoidance TF/(TA)2.

Societe Française d'Instruments de Mesure, Velizy-Villacoublay (France). Secteur Capteur Optronique. USE OF A CO2 LASER LIDAR FOR FLIGHT AND PENETRATION AT VERY LOW ALTITUDES (UTILISATION D'UN LIDAR A LASER CO2 POUR LE VOL ET LA PENETRATION A TRES BASSE ALTITUDE

B. STEPHAN In AGARD Guidance-Control-Navigation Automation for Night All-Weather Tactical Operations 8 p (SEE N86-26316 17-04) Oct. 1985

Avail: NTIS HC A07/MF A01

A CO2 laser optical sensor system which allows the acquisition of accurate land distances for a large area is described. These values are obtained in a real-time mode with the use of a UMP 7800 computer, and allow the generation of a map of the terrain to determine geographic coordinates. This map makes it possible to determine the optimal navigation trajectory at very low altitudes, with optimization based on the terrain features. This sensor was tested at Villacoublay in 1984 and is currently under testing at C.E.V. The results of the experiments and the static and dynamic analysis tests are presented. Transl. by T.R.

N86-26327# Crouzet Aerospace and Systems, Valence (France).

A MISSION NAVIGATION AND CONTROL SYSTEM FOR MODERN MILITARY HELICOPTERS (UN SYSTEME DE NAVIGATION ET DE GESTION DE LA MISSION POUR LES HELICOPTERS MILITAIRES MODERNES)

J. L. ROCH In AGARD Guidance-Control-Navigation Automation for Night All-Weather Tactical Operations 10 p (SEE N86-26316 17-04) Oct. 1985 In FRENCH Avail: NTIS HC A07/MF A01

The requirements of modern military helicopters have fostered the development of navigation systems which use position sensors as a part of a centralized mission control system. An overview of the requirements for modern operational helicopter systems is given, as well as current automatic navigation systems; this is followed by a report of the NADIR MK2 mission navigation and control system developed by the CROUZET Company.

Transl. by T.R.

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AIRCRAFT DESIGN, TESTING AND **PERFORMANCE**

Includes aircraft simulation technology.

N83-34939# Southampton Univ. (England). Dept. of Aeronautics and Astronautics.

TECHNICAL EVALUATION REPORT ON THE FLIGHT MECHANICS PANEL SYMPOSIUM ON GROUND/FLIGHT TEST TECHNIQUES AND CORRELATION

J. WILLIAMS Jun. 1983 30 p refs (AGARD-AR-191; ISBN-92-835-1454-8; AD-A132856) Avail:

NTIS HC A03/MF A01

Twenty-four papers and the panel discussions are reviewed. Topics covered include: (1) aerodynamic performance prediction and correlation; (2) status of aerodynamic performance prediction; (3) flying qualities considerations; (4) aeroelastic effects; and (5) subsystem performance.

N84-20513# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). HELICOPTER FATIGUE DESIGN GUIDE

F. LIARD, ed. Nov. 1983 291 p

(AD-A138963; AGARD-AG-292; ISBN-92-835-0341-4) Avail: NTIS HC A13/MF A01 CSCL 01C

Fatigue problems about affecting helicopters are considered. Documents the experience of helicopter manufacturing member nations of NATO are reviewed. It is aimed expecially at design and test facilities who manufacture rotary wing aircrafts. Information on determination of fatigue strength and behavior is presented.

N85-10040# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

THE INFLUENCE OF LARGE SCALE COMPUTING ON AIRCRAFT STRUCTURAL DESIGN

Loughton, England Aug. 1984 Sienna, Italy, 2-6 Apr. 1984 55 p refs Meeting held in

(AGARD-R-706; ISBN-92-835-0364-3) Avail: NTIS HC A04/MF

Advances in large scale computing capacity and how they affect aeronautical design are reported. The use of vector processing to solve aircraft structural problems, the influence of new computing systems on computational mechanisms, and use of artificial intelligence in design processing is discussed. The role of AGARD and its response to the challenge is examined. For individual titles see N85-10041 through N85-10043.

N85-10041# Societe Nationale Industrielle Aerospatiale, Toulouse (France). Structural Methods Dept.

AEROSPATIALE'S EXPERIMENTATIONS OF VECTORIZATION ON SUPERCOMPUTERS FOR AIRCRAFT STRUCTURAL PROBLEMS

J. M. THOMAS and J. C. DUNYACH In AGARD The Influence of Large Scale Computing on Aircraft Struct. Design 14 p (SEE N85-10040 01-05) Aug. 1984 Avail: NTIS HC A04/MF A01

The vectorial and parallel performances of new computer architectures was tested. The experiment consisted of adapting existing structural stress routines to existing computers. The performance throughput gain expected from these computers within the context of industrial processing of large programs is estimated. The cost for adapting the programs to the computers is assessed, and basic rules which apply to the vectorization of most programs are established.

National Aeronautics and Space Administration. Langley Research Center, Hampton, Va.

IMPACT OF NEW COMPUTING SYSTEMS ON COMPUTATIONAL FLIGHT-VEHICLE TECHNOLOGY

A. K. NOOR, O. O. STORAASLI, and R. E. FULTON In AGARD The Influence of Large Scale Computing on Aircraft Struct. Design 29 p (SEE N85-10040 01-05) Aug. 1984 refs

Avail: NTIS HC A04/MF A01 CSCL 01C

Advances in computer technology which may have an impact on computational mechanics and flight vehicle structures

technology were reviewed. The characteristics of supersystems, highly parallel systems, and small systems are summarized. The interrelations of numerical algorithms and software with parallel architectures are discussed. A scenario for hardware/software environment and engineering analysis systems is presented. Research areas with potential for improving the effectiveness of analysis methods in the new environment are

N85-10043# Cranfield Inst. of Tech., Bedford (England). College

LARGE SCALE COMPUTING IN AERONAUTICAL DESIGN

A. J. MORRIS In AGARD The Influence of Large Scale Computing on Aircraft Struct. Design 4 p (SEE N85-10040 01-05) 1984

Avail: NTIS HC A04/MF A01

NTIS HC A02/MF A01

with the AGARD community.

The use of new advances in large scale computing and software techniques and how they create comprehensive design programs is outlined. The role of artificial intelligence in making large design programs accessible to the single user is emphasized. The AGARD response to the challenge posed by the new a situation is discussed and a series of tasks is proposed.

Advisory Group for Aerospace Research and Development, Paris (France).

TECHNICAL EVALUATION REPORT ON THE FDP SYMPOSIUM ON FLIGHT TEST TECHNIQUES

F. N. STOLIKER (Computer Sciences Corp., Camarillo, Calif.) Dec. 1984 24 p refs (AGARD-AR-208; ISBN-92-835-1481-5; AD-A152532) Avail:

The rapidly advancing technologies of integrated flight and fire control, all weather and night attack systems, digital multimode controls, wide field of view head-up displays, system/subsystem simulation, and rapidly increasing instrumentation acquisition, processing, and display capabilities led to the need for this symposium. The papers presented were concerned with three major subject areas: (1) Performance and flying qualities; (2) Systems testing; and (3) Instrumentation and facilities. Information on these topics in flight testing and instrumentation techniques was shared

N85-23754°# National Aeronautics and Space Administration. Langley Research Center, Hampton, Va. SIMULATION OF AIRCRAFT BEHAVIOUR ON AND CLOSE TO THE GROUND

A. G. BARNES (British Aerospace Plc, Preston, England) and T. J. YAGER Loughton, England AGARD Jan. 1985 66 p

(NASA-TM-87460; NAS 1.15:87460; AGARD-AG-285; ISBN-92-835-1490-4; AD-A153320) Avail: NTIS HC A04/MF A01 CSCL 01C

A guide to the current state of the technology of simulating fixed-wing aircraft handling qualities and performance on or close to the ground is presented and pitfalls which may prevent an adequate implementation are indicated. The scope of possible applications in both aircraft design work and pilot training is considered and the requirements for mathematical model definitions and implementations are discussed. The current requirements for visual and motion systems, cockpit cueing, and software modelling are also reviewed, and illustrated with specific examples in areas of aircraft research and development studies and pilot training uses. Needs for further improvements and additional data acquisition are identified.

Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). GEARS AND POWER TRANSMISSION SYSTEMS FOR HELICOPTERS AND TURBOPROPS Loughton, England Jan. 1985 385 p refs In ENGLISH and FRENCH Conf. held in Lisbon, 8-12 Oct. 1984 (AGARD-CP-369: ISBN-92-835-0372-4; AD-A152673) Avail:

NTIS HC A17/MF A01 The Symposium was arranged in seven sessions: Review of Current Transmission Technology (4); Helicopter and Turboprop Transmission Technology Needs and Design (4); Component Design Technology and Manufacturing Considerations (8); Tribological Aspects of Transmission Components (6); Diagnostics, Measurements, and Noise (5); Problems and Failures in Gearing Applications (3); and Qualification Standards and Specifications (2). The purpose of the Symposium was to exchange and disseminate information on reasearch and development conducted on gears and transmission systems in order to introduce new technologies for improvements in weight, performance, and life-cycle costs. For individual titles see N85-23766 through

N85-23766# Army Research and Technology Labs., Cleveland, Ohio. Propulsion Lab

SUMMARY OF DRIVE-TRAIN COMPONENT TECHNOLOGY IN HELICOPTERS

G. J. WEDEN and J. J. COY In AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 17 p (SEE N85-23765 14-05) Jan. 1985 refs Avail: NTIS HC A17/MF A01

A review of current helicopters was conducted to determine the technology in the drive train systems. The design features including reliability, maintainability and survivability characteristics, in transmission systems for the OH-58, UH-1, CH-47 and UH-60 helicopters are highlighted. In addition, trade offs involving cost, reliability and life are discussed.

N85-23767# Societe Nationale Industrielle Aerospatiale, Marignane (France). Service D'Etude des Transmissions.

CURRENT TRANSMISSION SYSTEMS [SYSTEMES DE TRANSMISSION ACTUELS]
R. FRANCOIS /n AGARD Gears and Power Transmission

Systems for Helicopters and Turboprops 12 p (SEE N85-23765 14-05) Jan. 1985 In FRENCH Avail: NTIS HC A17/MF A01

Transmissions on the new generation Ecureuil, Dauphin, and Super-Puma helicopters, produced in series by the National Industrial Aerospace Society, are described. The most significant technical options are comparatively analyzed showing progress made in the areas of safety, reliability, and the noise of reduction gears and gear boxes. The effective demonstration of safety margins is recalled as well as redundant systems for lubricating the main gear box. Simplicity of design, the use of steels, and heat treatments enhance the performance of gears and ball bearings. Consideration of the noise criteria when choosing the geometry of the gear teeth is discussed.

N85-23768# Imperial Coll. of Science and Technology, London (England). Tribology Section.

HELICOPTER TRANSMISSION LUBRICANTS

H. A. SPIKES In AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 10 p (SEE N85-23765 14-05) Jan. 1985 refs

Avail: NTIS HC A17/MF A01

The problems associated with the lubrication of helicopter transmissions are outlined. Changes likely to occur over the next decade involving helicopter lubricants are discussed. For many years, helicopter reliability has suffered both in the UK and the USA from the requirement that the oil be common to both the transmission and the gas turbine. In practice, certainly in the UK, most helicopters do not, in fact, use a common oil. The UK helicopter industry is in sympathy with the logistic advantages of minimizing the number of oils stocked but feels that this could be more successfully achieved by adopting a single transmission oil for all NATO helicopters. It now appears that this is now being considered as a practical alternative on both sides of the Atlantic. in the UK, the MOD has funded the successful development of a helicopter transmission oil in anticipation of such a move. The

USA after many years of being antagonistic towards separate gearbox and engine lubricants is about to embark on a relevant oil development program.

B.W.

N85-23769# Boeing Vertol Co., Philadelphia, Pa.
SPECIAL POWER TRAIN REQUIREMENTS FOR THE NEXT
GENERATION OF ROTARY-WING AIRCRAFT

R. J. DRAGO and J. W. LENSKI, JR. In AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 14 p (SEE N85-23765 14-05) Jan. 1985 refs Avail: NTIS HC A17/MF A01

The omnipresent rotary wing drive system requirements for minimum weight with maximum reliability will be compounded in the future by additional restrictions on size, damage tolerance, cost, and east of assembly and maintenance. Possible approaches designed to improve the performance of rotary wing drive systems are discussed. Specific examples of extensions of current technology are given.

N85-23770# General Electric Co., Lynn, Mass. Gear Systems.
A STATE OF THE ART ASSESSMENT OF TURBOPROP TRANSMISSION TECHNOLOGY AND PROJECTED NEEDS FOR THE NEXT GENERATION

R. J. WILLIS, JR. In AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 11 p (SEE N85-23765 14-05) Jan. 1985 refs Avail: NTIS HC A17/MF A01

The major share of power transmission research and development during the past twenty years has been expended on the improvement of helicopter main rotor drives. Furtunately, most of the advanced technology features resulting from these efforts are directly applicable to turboprop transmission. The technology base is made up of a number of interacting disciplines whose application is tempered by economics as well as the engineering state of the art at any given time. Modern computers are playing an ever increasing role in the design process and promise to be the means of removing gear design from its empirical background. The utilization of state of the art technology as the framework for turboprop transmission design is discussed.

N85-23771# Pratt and Whitney Aircraft of Canada Ltd., Mississauga (Ontario).

ADVANCED GEARBOX TECHNOLOGY IN SMALL TURBO PROPELLER ENGINES

C. BROWNRIDGE and D. HOLLINGWORTH In AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 14 p (SEE N85-23765 14-05) Jan. 1985 refs Avail: NTIS HC A17/MF A01

Gearbox component analysis traditionally deals with the calculation of Hertzian stresses at gear contacting surfaces and the fillet stresses at the tooth bases caused by the meshing loads. Major assumptions are often made regarding the dynamic loads and the variation of loads across teeth due to misalignment. Little attention is paid to gear weight optimization, or stresses generated at complex interactions such as splines or fretting surfaces between flanges. Current 3D fe methods used to examine some of the more complex surface to surface interactions are discussed. The loading experienced between dynamically active teeth meshing at high speed is addressed. To successfully design a light weight and durable gearbox for aircraft applications complex computer modelling is necessary and new theories of failure are needed to deal with such aspects as fretting fatigue.

N85-23772# Bell Helicopter Co., Fort Worth, Tex. Transmission Design.

THE HELICOPTER TRANSMISSION DESIGN PROCESS

R. BATTLES In AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 6 p (SEE N85-23765 14-05) Jan. 1985

Avail: NTIS HC A17/MF A01

An overview of helicopter transmission design and development is presented. Aspects from conceptualization to working production equipment are presented. They include the following six phases: (1) predesign; (2) design; (3) manufacturing coordination; (4) bench testing; (5) aircraft testing; and (6) field service support. G.L.C.

N85-23773# Centre Technique des Industries Mecaniques, Senlis (France).

(1 Talks).
SOFTWARE FOR DESIGNING TEETH FOR REDUCTION GEARS AND TRANSMISSIONS (LOGICIEL DE CONCEPTION DES DENTURES D'ENGRENAGES POUR REDUCTEURS ET BOITES DE VITESSES)

L. FAURE and A. BORRIEN In AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 15 p (SEE N85-23765 14-05) Jan. 1985 In FRENCH Avail: NTIS HC A17/MF A01

Capabilities offered by software developed by CETIM for the computer aided design of gear teeth (C.A.D.O.R.) are presented. The structure of the input program which permits the designer to rapidly obtain the optimal characteristics of a gear which must meet given specifications is presented. The combination of different programs in the software package to permit the user to assure proper gear sizing and set the tclerance for the desired precision and action is considered.

N85-23774# Westland Helicopters Ltd., Yeovil (England). Tribology Research.

FINE FILTRATION: AN ATTRACTIVE ROUTE TOWARDS LOWER HELICOPTER OPERATING COSTS

P. B. MACPHERSON In AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 10 p (SEE N85-23765 14-05) Jan. 1985 refs

Avail: NTIS HC A17/MF A01

Helicopter transmission mechanical reliability and longevity are considered and discussed in terms of filtration of the gearbox ubricating media. The background research and trails experience that led to the adoption of vine (3 micron) filtration are discussed. It is pointed out that in order to increase longevity, and therefore lower costs, the transmission unit must begin its life in the cleanest possible state. To achieve this end, standard production methods must be revised.

G.L.C.

N85-23775# Ruhr Univ., Bochum (West Germany).
LOAD CAPACITY OF CAGES OF ROLLER BEARINGS FOR PLANET WHEELS

F. JARCHOW and P. G. HOCH In AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 22 p (SEE N85-23765 14-05) Jan. 1985 refs
Avail: NTIS HC A17/MF A01

In planetary gears the rotation of the planet-carrier generates forces of inertia, which can cause fatigue failures of the cages in roller bearings of planet wheels. By means of computer routines forces on inertia and counter forces as well as stress resultants, nominal stresses, stress concentration factors and stress gradients are calculated for bearing cages of various design. Yield strength and fatigue strength of samples of cage material are determined experimentally, and fatigue stress diagrams for cases of different shape and material are worked out. Thus the calculated safety factors against fatigue failure are confirmed by test runs of bearings on a test bench. The results of the investigations are summed up in easily applicable charts.

N85-23776# Inspectorate International S.A., Neuchatel (Switzerland).

LOAD CARRYING CAPACITY OF DOUBLE CIRCULAR ARC GEARS

M. A. K. FAHMY and R. E. JONCKHEERE (Brussels Univ.) In AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 12 p (SEE N85-23765 14-05) Jan. 1985 refs Avail: NTIS HC A17/MF A01

An overview of some experimental and numerical investigations into several aspects of the load-carrying capacity of double circular arc (D.C.A.) gear teeth is presented. Tooth deflection and bending moment distribution were studied using three dimensional holographic interferometry, whereas rootstresses were determined by means of miniature strangers. The finite element method and finite difference method were used to determine deflections numerically.

N85-23777# United Technologies Corp., Stratford, Conn.
MANUFACTURING PERSPECTIVE IN THE DESIGN OF SEVEL
GEARING

A. J. LEMANSKI, H. K. FRINT, and W. D. GLASOW In AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 18 p (SEE N85-23765 14-05) Jan. 1985 refs Avail: NTIS HC A17/MF A01

A manufacturing perspective of an advanced technique for the design and in-process inspection of spiral bevel gearing utilizing a computer controlled multi-axis coordinate measuring machine, is being developed. Both the designer and the gear manufacturing engineer will have more options in the analysis and manufacture of bevel gearing due to the positive control of the tooth profile geometry and related gear dimensions as permitted by the advanced technique. The Zeiss Model UMM 500 universal coordinate measuring machine in conjunction with an advanced Gleason G-Met software package provides for a unique interaction between the designer and the gear manufacturer that permits rapid optimization of spiral bevel tooth geometry during initial tooth form development. An advanced design/production technique for the in-process inspection and manufacture of aircraft quality spiral bevel gearing is described. The technique involves mapping of spiral teeth over their entire working surfaces and quantitatively comparing surface normals with the nominal master gear values at some 45 grid points. In addition, this technique features a means for rapidly calculating corrective grinding machine setting changes for controlling the tooth profile geometry within specified tolerance requirements. Author

N85-23778# Spar Aerospace Products Ltd., Toronto (Ontario). Manufacturing Dept. MANUFACTURING CONSIDERATIONS RELATED TO AIRCRAFT GEARBOXES

J. N. MCDADE and G. B. COLLIN *In* AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 10 p (SEE N85-23765 14-05) Jan. 1985 Avail: NTIS HC A17/MF A01

The technology used in aircraft gearbox manufacturing, covers a whole gamut of methods, types of machining and chemical processing. While an aircraft gearbox manufacturer must aggressively ensure efficient productivity, his efforts are frequently negated by the requirements of the designer. As aircraft gear systems are required to transmit more power at greater speeds, the trend is to provide this performance with a minimum of increase in size and weight. This necessitates better dynamic capability, resulting from improvements in metallurgy, manufacturing equipment, techniques, and metrology. These improvements can be costly, it is therefore, encumbent on the designer to carefully consider his designs, the terms of producibility. This can best be one in close liaison with the manufacturing engineer.

N85-23779# Fiat Aviazione S.p.A., Turin (Italy). Transmission Engineering Dept.
POSSIBLE TECHNOLOGICAL ANSWERS TO NEW DESIGN REQUIREMENTS FOR POWER TRANSMISSION SYSTEMS

L. BATTEZZATO and S. TURRA *In* AGARD Gears and Power Transmission S, .ems for Helicopters and Turboprops 13 p (SEE N85-23765 14-05) Jan. 1985 refs
Avai: NTIS HC A17/MF A01

In the new projects of gearboxes for aeronautical application, the specified requirements have become more and more severe asking for continuous technology advance. The most important points put out by these specs, such as fail safety, reliability, low vibration and low noise, high working temperature, invulnerability and maintainability, of course combined with a low weight characteristic are discussed. A detailed analysis is carried out to identify the guidelines for obtaining the best compromise among the above listed requirements, by applying a proven philosophy. The advantage of a reliable system capable of detecting failures in progress within the gearbox is also underlined as it can be a key point in defining the final design resulting from the optimization procedure.

N85-23780# Watteeuw (M. C.) N.V., Bruges (Belgium).
CASE DEPTH ON FLANKS OF GEARS FOR HELICOPTER
GEARBOXES

A. WATTEEUW In AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 12 p (SEE N85-23765 14-05) Jan. 1985 refs Avail: NTIS HC A17/MF A01

One of the most difficult and delicate operations during the manufacturing process of gears for helicopter gearboxes and aircraft gears is the heat treatment. Case hardened alloy steel of high quality are mainly used for aircraft gears, not only a good structure in the case hardened tooth but also the surface hardness, the core hardness and case depth are very important for the load capacity of these gears. On the drawing and in the specifications belonging to it, values and tolerances have been provided for the above mentioned hardnesses. These, however, are not always adequate to quararine a good manufacture. These and other factors such as lo highly, tensile stress and pitting of gears are treated.

N85-23781°# National Aeronautics and Space Administration. Lewis Research Center, Cleveland, Ohio.

TRANSMISSION EFFICIENCY MEASUREMENTS AND CORRELATIONS WITH PHYSICAL CHARACTERISTICS OF THE LUBRICANT

J. J. COY, A. M. MITCHELL, and B. J. HAMROCK In AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 15 p (SEE N85-23765 14-05) Jan. 1985 refs Previously announced 18 N84-30293 Prepared in cooperation with Army Research and Technology Labs. Avail: NTIS HC A17/MF A01 CSCL 11G

Data from helicopter transmission efficiency tests were compared to physical properties of the eleven lubricants used in those tests. The tests were conducted with the OH-58 helicopter main rotor transmission. Efficiencies ranged from 98.3 to 98.8 percent. The data was examined for correlation of physical properties with efficiency. There was a reasonable correlation of efficiency with absolute viscosity if the viscosity was first corrected for temperature and pressure in the lubricated contact. Between lubricants, efficiency did not correlate well with viscosity at atmospheric pressure. Between lubricants, efficiency did not correlate well with calculated lubricant film forming capacity. Bench type sliding friction and wear measurements could not be correlated to transmission efficiency and component wear.

N85-23782# Imperial Coll. of Science and Technology, London (England). Tribology Section.

THE CHARACTERISTICS OF SURFACE ROUGHNESS IMPORTANT TO GEAR AND ROLLING BEARING PROBLEMS.

R. S. SAYLES and M. N. WEBSTER In AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 14 p (SEE N85-23765 14-05). Jan. 1985 refs. Avail: NTIS HC A17/MF A01

The role of surface roughness in rolling and rolling and sliding contacts is examined in the light of present concepts and ideas. Examples of the influence of roughness, and the important characteristics of this roughness, are drawn from helicopter transmission and rolling bearing research. The important influence of geometry and roughness in tribological problems is accepted and only limited progress is made in understanding the exact mechanisms involved and incorporating this knowledge into surface finishing processes designed to improve performance. An approach to surface topography measurement and analysis which allows many of these problems to be examined in great detail is presented. Examples of the approach are presented for several tribological problems including dimensional tolerance, rolling contact noise, and fatigue life, and in each case the character of the important range and size of surface roughness features is identified in terms of its influence on the specific problem under examination.

Author

N85-23783# Institut National des Sciences Appliquees de Lyon, Villeurbanne (France). Lab. de Mecanique des Contacts.
SIGNIFICANT PARAMETERS OF THE BEHAVIOR AND OF THE SURFACE DAMAGE OF THE LUBRICATED HERTZIAN CONTACT: AN APPLICATION TO GEARS (PARAMETRES SIGNIFICATIFS DU COMPORTEMENT ET DES AVARIES DE SURFACE DU CONTACT HERTZIEN LUBRIFIE, APPLICATION AUX ENGRENAGES)

D. BERTHE and L. FLAMAND In AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 13 p (SEE N85-23765 14-05) Jan. 1985 refs In FRENCH Avail: NTIS HC A17/MF A01

The life of a mechanism is often limited by surface damages. Some criteria are given for estimating the severity of the working of the lubricated Hertzian contact and the risk of surface damage. Three classes of surface damage in heavly loaded lubricated contacts are specified. Theoretical models used to analyze the mechanical behavior and the identify to parameters of contact operation are defined and the importance of the scale factor is noted. The application of the analysis method to problems of gear teeth surface damage is discussed.

Transl. by A.R.H.

N85-23784# Pisa Univ. (Italy).

PROBLEMS OF ELASTIC HYDRODYNAMIC LUBRICATION OF HELICOPTER TRANSMISSION GEARS

D. DINI In AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 9 p (SEE N85-23765 14-05) Jan. 1985 refs

Avail: NTIS HC A17/MF A01

The reduction gear box and its components, from the engine to the main and tail rotors, contain epicyclic and bevel reduction gears, as taper thrust and cylindrical roller bearing, subjected to elasto-hydro-dynamic lubrication whose operation needs a better understanding in order to improve present efficiency. Since the lubrication efficiency is depending upon the elastic deformation of the contact surfaces, a theory for a better physical interpretation of the mechanism is discussed as a design means to alleviate adverse stress conditions during operations. An attempt to solve the problem of computing the pressure distribution in the contact is made and, at the same time, of allowing for the effects that this pressure has on the properties of the fluid and on the geometry of the elastic solids. The solution also provides the shape of the lubricant film, particularly the minimum clearance between the solids. An experimental high performance equipment capable to simulate the behaviour of Hertzian contacts in elasto-hydro-dynamic lubrication is proposed Author

N85-23785# Army Research Office, Research Triangle Park, N. C. Solid Mechanics Branch.

CHEMICAL-MECHANICAL INTERACTION IN GEARS

E. SAIBEL. In AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 8 p (SEE N85-23765 14-05) Jan. 1985 refs

Avail: NTIS HC A17/MF A01

A theory of chemo-mechanical interaction is developed to explain several disparate phenomena in the field of tribology on a quantitative basis. The important new quantity in this theory is the variation of the Gibbs chemical potential with stress, a quantity formulated and calculated explicitly using statistical thermodynamics and many-body theory, called the chemo-stress coefficient. The theory gives the basis for quantitative explanation of stress corrosion, fretting corrosion, the Rehbinder effect, and enhanced chemical activity on solid surfaces. In particular it suggests methods of arresting corrosion by controlling the charge distribution of electrolytes near the surface of the solid. A mechanism for priting corrosion observed on lubricated load bearing surfaces of mechanical components such as gears is proposed. This theory emphasizes the importance of specific ions in the lubricant which migrate to the tips of cracks and diffuse through near-surface layers of the metal thereby causing volumetric changes leading to blistering or priting.

N85-23786# Ecole Centrale de Lyon (France). Lab. de Technologie des Surfaces.
WEAR REDUCTION BY LUBRICANTS IN CONFINED CONTACTS

WEAR REDUCTION BY LUBRICANTS IN CONFINED CONTACTS [REDUCTION DE L'USURE PAR LES LUBRIFIANTS DANS LES CONTACTS ETROITE]

P. KAPSA and M. BELIN In AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 11 p (SEE N85-23765 14-05) Jan. 1985 refs In FRENCH Avail: NTIS HC A17/MF A01

The presence of a lubricant and its chemical activity are important parameters in the sliding friction behavior and wear of solids by relative displacement. In the case of transmission gears, the contact between the two solids is of the Hertzian type and friction is then produced in the absence of a thick oil film; the lubrication is mixed or limited elastohydrodynamic. In lubrication regimes where solid-solid contacts exist, wear reduction takes place by the formation of a thin solid film adhering to the sliding surface, created by a chemical reaction under the effect of sliding. Results of tests in the presence of anti-wear additives (dithiophosphate of zinc and tricresylphosphate) show the importance of wear on the kinetics of formation of these films. The apparent pressure of the contant and the sliding velocity not modify the elementary phenomena of war but do play a proponderant role in the total wear of surfaces.

N85-23767# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).
ROOT STRESSES IN CONFORMAL GEARS-STRAIN GAUGE

ROOT STRESSES IN CONFORMAL GEARS-STRAIN GAUGE AND PHOTOELASTIC INVESTIGATIONS

D. G. ASTRIDGE, B. R. REASON, and D. BATHE *In its* Gears and Power Transmission Systems for Helicopters and Turboprops 15 p (SEE N85-23765 14-05) Jan. 1985 refs Avail: NTIS HC A17/MF A01

The significant amount of analytical work on strong gear tooth forms carried out since the classical papers of Shotter et al are reviewed, and the results of a project which addresses a problem common to all three-dimensional photoelastic studies of root stresses in gears are presented an accurate delination of the contact conjunction geometry throughout the stress freezing cycle is the common problem. Photoelastic model results are compared with those measured by strain gauge methods on the definitive gears.

Author

N85-23788# Kaman Aerospace Corp., Bloomfield, Conn. TRANSMISSION OF GEAR NOISE TO AIRCRAFT INTERIORS PREDICTION METHODS

A. BERMAN In GARD Gears and Power Transmission Systems for Helicopters and Turboprops 7 p (SEE N85-23765 14-05) Jan. 1985 refs

Avail: NTIS HC A17/MF A01

Prediction of interior noise of helicopters due to drive train vibration ideally requires an analytical model of the entire dynamic system including airframe, transmission, and all attachments. The development of such a model is beset with numerous difficulties. The need for such model is addressed, as is certain of the critical issues involved: the inadequacy of finite element modeling in the acoustic frequency range; the costs associated with assessment of parametric variations; the difficulty of incorporating new technology into existing computer programs. Potential solutions to these problems are discussed: use of combined test and analysis (system identification) to obtain better models; component synthesis using frequency domain reduced models; a computer program known as DYSCO. This program has a general capability to modify and couple components in the time or frequency domain and can act as a repository for the latest analytical developments.

Author

N85-23789# Fiat Aviazione S.p.A., Turin (Italy). Direzione

EVÖLUTION OF THE DESIGN TECHNIQUES FOR HELICOPTER MAIN TRANSMISSION GEARBOXES

G. BENSI and L. TARRICONE In AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 14 p (SEE N85-23765 14-05) Jan. 1985
Avail: NTIS HC A17/MF A01

The evolution of the design techniques are shown which were adopted in FIAT AVIAZIONE for the helicopters main transmission gearboxes by means of the description of the mechanical units

designed for the AEROSPATIALE heliocopters: SA 321, SA 330, SA 360, SA 365. The technical solutions have followed a development strictly related to the customer required specifications. Considering the past and present evolution we can foresee the future development trend. As an explanatory example, an advanced main transmission gearbox for a medium twin engined helicopter is considered and some design solutions are shown. Evaluations of four gearbox configurations were carried out by assigning the right importance coefficient to three appreciation functions: reliability, cost and weight. Author

N85-23790# Naval Aircraft Materials Lab., Fleetlands (England) CONDITION MONITORING OF HELICOPTER GEARBOXES USING AUTOMATIC VIBRATION ANALYSIS TECHNIQUES

P. GADD and P. J. MITHCELL (MOD Navy) In AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 10 p (SEE N85-23765 14-05) Jan. 1985

Avail: NTIS HC A17/MF A01

Methods using enhanced signal averaging techniques were developed to give early warning of the onset of a variety of gearbox failures. Prototype analysis equipment was developed and tested which will permit the condition of components within helicopter dynamic systems (rotors, gearboxes, and powerplants) to be established. Arrangements for data collection in flight and during ground runs are described. The signal processing methods, including the automatic techniques for secondary analysis which enable defined features to be extracted from the basic signatures, are discussed. Examples are given of the extent to which damage or malfunction of various internal components can be discerned by the techniques employed. The question of application to the widely dispersed fleet of naval aircraft is considered, and the prospects for achieving full on-condition maintenance of in-service gearboxes is assessed

N85-23791# Bolt, Beranek, and Newman, Inc., Cambridge,

GEAR NOISE ORIGINS

W. D. MARK In AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 14 p (SEE N85-23765 14-05) Jan. 1985 refs

Avail: NTIS HC A17/MF A01

Each pair of meshing gears in a transmission gives rise to a source of vibratory excitation that can result in the radiation of sound. Each such source is most conveniently characterized as a displacement form of excitation generally referred to as the static transmission error of the gear pair. Contributions to the frequency spectrum of the static transmission error of spur and helical gears arising from tooth and gear body elastic deformations and from deviations of tooth surfaces from perfect involute surfaces are considered. Tooth surface deviations are decomposed into contributions giving rise to tooth meshing harmonic excitations and rotational harmonic or sideband excitations. Various types of gear tooth errors are defined and the contributions of these errors to different parts of the frequency spectrum are described. The attenuating effect on the static transmission error spectrum arising from the smoothing action of multiple tooth contact is explained.

N85-23792# Westland Helicopters Ltd., Yeovil (England). D.C.M.D. Transmissions.

THE OBSERVATION AND INTERPRETATION OF GEAR TOOTH

B. A. SHOTTER In AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 13 p (SEE N85-23765 14-05) Jan. 1985 Avail: NTIS HC A17/MF A01

Progress in transmission reliability can only come from a full understanding of what causes the limitation of tooth load carrying capacity. The many aspects of tooth failure, the significance of various initiation areas, possible approaches to improve the critical areas and other relevant factors are discussed.

N85-23793# CEMUL, Lisbon (Portugal). PROBLEMS REGARDING THE PRACTICAL EVALUATION OF EFFICIENCY OF WORM GEARS

F. A. P. DASILVA In AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 2 p (SEE N85-23765 14-05) Jan. 1985 refs

Avail: NTIS HC A17/MF A01

Worm gears are often used in industry or domestic application (lifts) when a high transmission is required in a limited space. which prevents the option for multiple gear trains. Negative aspects of these gears are the complex geometry and high values of sliding during contact leading to low values of efficiency. For the other types of gear, spur, bevel and conical ones values are usually higher than 90% but in this case practical values of 50% may result. It is possible according to the choosen geometry to forecast the efficiency theoretically. However the lubricant behavior is generally defined by a parameter, sometimes designated as lubricant factor, which is very difficult to ascertain with sufficient accuracy. Considerations regarding the practical determination of this factor and suggestions for testing are presented for discussion.

N85-23794# Cambridge Univ. (England). Dept. of Engineering. TRANSMISSION ERROR MEASUREMENTS IN GEARBOX **DEVELOPMENT**

J. D. SMITH In AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 5 p (SEE N85-23765 14-05) Jan. 1985 refs

Avail: NTIS HC A17/MF A01

There is a requirement to test gears for initial development, for production monitoring and for condition monitoring in service. Traditionally the first two were carried out by a combination of profile, helix, pitch and bedding checks and the third by measuring vibration at bearing housings. Gear drives in aircraft applications present difficulties in checking due to high distortions in the light weight gear cases. The use of transmission error (single flank) checking can give useful information on accuracy of alignment in gearboxes as well as fundamental noise generation information. Problems arise with attempts to use grating systems in turboprops but helicopters have tooth frequencies in a suitable range.

N85-23795# Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany). Helicopter and Military Aircraft Group.

DO NEW AIRCRAFT NEED NEW TECHNOLOGIES AND CERTIFICATION RULES?

J. HARMANN and W. JONDA In AGARD Gears and Power Transmission Systems for Helicopters and Turboprops 7 p (SEE N85-23765 14-05) Jan. 1985

Avail: NTIS HC A17/MF A01

Using the example of development steps, a transmission usable for a 2 ton dual engined multipurpose helicopter demonstrates that technologies could drastically improve this product within approximately 15 years. Technologies which will influence the design are: improved manufacturing; use of computer calculation methods; testing procedure knowledge; diagnosis systems; and materials. The overall layout for the available engine power will change. To avoid unnecessary disadvantages the certification rules should be updated. The optimum benefits will be achieved when the certification rules are standardized for all counties in the Western World.

N85-23796# Federal Aviation Administration, Des Plaines, III Propulsion Branch.

ESTABLISHMENT AND MAINTENANCE OF CERTIFICATION STANDARDS FOR HELICOPTER AND TURBOPROP POWER TRANSMISSION SYSTEMS

In AGARD Gears and Power Transmission H. W. FERRIS Systems for Helicopters and Turboprops 7 p (SEE N85-23765 14-05) Jan. 1985 refs Avail: NTIS HC A17/MF A01

The procedures used by the Federal Aviation Administration (FAA) to develop qualification/certification safety standards for helicopter and engine turboprop drive systems are discussed. The rules are always generated in coordination with industry for a minimum of economic impact, and are worded to promote design innovation while maintaining adequate safety. The rules are periodically updated to account for service experience and

05 AIRCRAFT DESIGN, TESTING AND PERFORMANCE

advancements in the state-of-the-art. A survey of the applicable Federal Aviation Regulations (FAR's) explains how all safety aspects of a new drive system are covered during the initial certification program. The FAR's also provide for continued airworthiness, as service experience is accumulated, such that inspection intervals may be increased to on condition, or decreased, if service diffulties indicate that an area of re asign is required. As further testing continues, initial limitations on component replacement times are relaxed until operating costs decrease to a minimum as the design reaches maturity. The FAA role is to assist industry in the promotion of aviation without compromising safety.

N85-25249# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

IDENTIFICATION OF DYNAMIC SYSTEMS

R. K. MAINE, K. W. ILIFF, and R. K. BOGUE, ed. Jan. 1985 147 p. refs

(AGARD-AG-300-VOL-2; ISBN-92-835-1488-2; AD-A154031) Avail: NTIS HC A07/MF A01

The problem of estimating parameters of dynamic systems is addressed. The theoretical basis of system identification and parameter estimations is presented in a manner that is complete and rigorous, yet understandable with minimum prerequisites. Emphasis is on maximum likelihood and related knowledge of stochastic processes or functional analysis. No previous background in statistics is assumed. The treatment emphasizes unification of the various areas in estimation theory and practice. For example, the theory of estimation in dynamic systems is treated as a direct outgrowth of the static system theory. Topics covered include: basic concept and definitions, numerical optimization methods; probability; statistical estimators; estimation in static systems; stochastic processes; state estimation in dynamic systems; output error, filter error, and equation error methods of parameter estimation in dynamic systems; and the accuracy of the estimates.

06

AIRCRAFT INSTRUMENTATION

Includes cockpit and cabin display devices; and flight instruments.

N83-30414# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

MODERN DISPLAY TECHNOLOGIES FOR AIRBORNE APPLICATIONS

Apr. 1983 239 p refs Lecture series presented at London, 6-7 Jun. 1983, Rome, 9-10 Jun. 1983, and Fort Monmouth, N.J., 16-17 1983

(AD-A129876; ISBN-92-835-1449-1; AGARD-LS-126) Avail: NTIS HC A11/MF A01

Electronic displays for airborne application was discussed. Changes in display technology and applications which are evident in many fields, and result from the increasing use of digital data processors and the need to efficiently interface them to human operations are outlined. Topics discussed include: human factors aspect of diplays, cockpit environment, cathode ray tubes, image generation on matrix displays, light emitting diodes, liquid crystal displays, electroluminescent displays, vacuum fluorescent tubes, large area gas discharge displays or plasma displays and optical techniques for airborne displays. For individual titles, see N83-30415 through N83-30426.

N83-30415# Technische Hogeschool, Twente (Netherlands). HUMAN FACTORS ASPECTS OF DISPLAYS

D. BOSMAN In AGARD Mod. Display Technol. for Airborne Appl. 28 p (SEE N83-30414 19-06) Apr. 1983 refs Avail: NTIS HC A11/MF A01

A total display system is a window, which permits the operator (pilot) to perceive the state and the dynamics of all the parameters which are relevant to this task is discussed. The performance of the visual interface between machine and brain is determined by technical and ergonomic factors. A basis for better interpretation

of such data in assessing display performance specifications is described. E.A.K.

N83-30416# Massachusetts Inst. of Tech., Cambridge. Dept. of Aeronautics and Astronautics.
COCKPIT ENVIRONMENT

W. M. HOLLISTER In AGARD Mod. Display Technol. for Airborne Appl. 16 p (SEE N83-30414 19-06) Apr. 1983 refs Avail: NTIS HC A11/MF A01

The cockpit environment where modern display technology is applied is described. Six display devices are discussed. Applications are classified according to their visualization format.

N83-30417# Thomson-CSF, Boulogne-Billancourt (France). Div. des Tubes Electroniques.

CATHODE RAY TUBES

J. P. MICHEL In AGARD Mod. Display Technol. for Airborne Appl. 36 p (SEE N83-30414 19-06) Apr. 1983 refs Avail: NTIS HC A11/MF A01

The cathode ray tube (CRT) is one of the earliest electro-optical devices. The basic CRT is divided into four electro-optical regions, plus the screen itself: the electron beam formation region, the beam focusing region, and the drift region. The physical and visual characteristics are described.

N83-30418# Technische Hogeschool, Twente (Netherlands). IMAGE GENERATION ON MATRIX DISPLAYS

D. BOSMAN In AGARD Mod. Display Technol. for Airborne Appl. 17 p (SEE N83-30414 19-06) Apr. 1983 refs Avail: NTIS HC A11/MF A01

Images are two dimensional distributions of luminance L(x,y) wherein x and y are the spatial (distance) coordinates of the local luminance L. The spatial resolution required for faithful reproduction of the image is determined by very steep luminance gradients and small radii curvature of contours, (at viewing distance seen at a solid angle of 0.5 minute) and by just noticeable L-differences (JND's) in low gradients. The required luminance resolution is determined by discernible luminance contrasts (3%). The performance and its limits of the CRT as used in both the recreational sector (television) and professional applications (such as aircraft displays), were extensively researched and described. The new generation of flat panel display devices have image generation properties which are sufficiently different from those of the CRT to require additional ergonomic investigations. In particular, the structural information (spatial domain) does not allow such operations as analogue low pass filtering based on partial overlap of pixels: the image remains tesselated because of the display technologies involved, wherein pixels are formed by reticulation of the light modulating or emitting display surface.

N83-30419# Marconi Avionics Ltd., Boreham Wood (England). LIGHT EMITTING DIODES

D. PRICE and K. T. BURNETTE (Bunker Ramo Corp.) In AGARD Mod. Display Technol. for Airborne Appl. 24 p (SEE N83-30414 19-06) Apr. 1983 refs Avail: NTIS HC A11/MF A01

The evolution of Light Emitting Diodes (LEDs) as a result of the initial search for materials suitable for the formation of improved quality diodes and transistors are reviewed. Any semiconductor having an energy band gap wide enough to support a visible radiative recombination process is a potential candidate for the fabrication of LEDs. Materials used successfully for the formation of light emitting diodes include SiC, a compound of Chemical Group 4 elements, several Group 3-5 compounds and several Group 2-6 compounds. Extreme difficulties experienced in forming pn diode junctions within Group 2-6 compounds resulted in the development of a metal-insulator-semiconductor electron injection structure that to data was in general characterized by relatively low light emission efficiencies. Light emitting diodes are being successfully applied to airborne numeric and alphanumeric display tasks with more sophisticated graphics displays designed for aircraft installation nearing completion. Author

Royal Signals and Radar Establishment, Malvern N83-30420#

LIQUID CRYSTAL DISPLAYS

A. J. HUGHES In AGARD Mod. Display Technol. for Airborne Appl. 17 p (SEE N83-30414 19-06) Apr. 1983 refs Avail: NTIS HC A11/MF A01

Although liquid crystalline materials were recognized for over 100 years, their potential in display devices has become apparent only during the last 15 years. In this time many different effects were dicovered and assessed in laboratories, commercial exploitation was rapid and extensive, and a few displays were already fully developed for military use. The physical properties of liquid crystal materials and a selection of the more significant effects exploited in displays, pointing out their relative advantages and limitations is described. The present state of the art is summarized and some tentative predictions for future performance

N83-30421# Army Avionics Research and Development Activity, Fort Monmouth, N. J.

ELECTROLUMINESCENT DISPLAYS

B. GURMAN In AGARD Mod. Display Technol. for Airborne Appl. 31 p (SEE N83-30414 19-06) Apr. 1983 refs Avail: NTIS HC A11/MF A01

The principles of operation and physical/visual characteristics of electroluminescent displays are reviewed. The state-of-the-art in ac and dc, powder and thin film electroluminescent devices is

N83-30422# Thomson-CSF, Boulogne-Billancourt (France). Div. des Tubes Electroniques

VACUUM FLUORESCENT TUBES

J. P. MICHEL In AGARD Mod. Display Technol. for Airborne Appl. 8 p (SEE N83-30414 19-06) Apr. 1983 refs Avail: NTIS HC A11/MF A01

The historical development and current state-of-the-art of vacuum fluorescent tubes is reviewed. The principles of operation, physical/visual characteristics, addressing/driving, and system interface are discussed.

N83-30423# Thomson-CSF, Boulogne-Billancourt (France). Div. des Tubes Electroniques

LARGE AREA GAS DISCHARGE DISPLAYS OR PLASMA DISPLAYS

J. P. MICHEL In AGARD Mod. Display Technol. for Airborne Appl. 17 p (SEE N83-30414 19-06) Apr. 1983 refs Avail: NTIS HC A11/MF A01

Operating principles, physical and visual characteristics, addressing and driving, and system interface of both ac and dc plasma displays are discussed. The state of development and primary applications are also reviewed.

N83-30424# Royal Signals and Radar Establishment, Malvern (England).

OTHER TYPES OF DISPLAY

A. J. HUGHES In AGARD Mod. Display Technol. for Airborne Appl. 12 p (SEE N83-30414 19-06) Apr. 1983 refs

Avail: NTIS HC A11/MF A01
A selection of newer and less well advanced display technologies that need further development before commercial or military acceptance are discussed are all non-emissive and include magnetooptic, magnetic particle, electrochemical, and various electro-mechanical displays. The properties and limitations of these various techniques are reviewed and compared with those of more established liquid crystal displays.

Royal Aircraft Establishment, Farnborough N83-30425#

OPTICAL TECHNIQUES FOR AIRBORNE DISPLAYS

G. H. HUNT // AGARD Mod. Display Technol. for Airborne Appl. 12 p (SEE N83-30414 19-06) Apr. 1983 refs Avail: NTIS HC A11/MF A01

Different types of optical designs used in airborne electronic displays are discussed in broad terms. The design constraints of each are noted. Optical filters, biocular magnifying displays, head-up displays, diffractive-optic displays, and multicolor displays are N83-30426# Massachusetts Inst. of Tech., Cambridge. Dept. of Aeronautics and Astronautics.

APPLICATIONS

W. M. HOLLISTER In AGARD Mod. Display Technol. for Airborne Appl. 9 p (SEE N83-30414 19-06) Apr. 1983 Avail: NTIS HC A11/MF A01 -

Relative comparisons are made among various competing display technologies. Performance measures selected for comparison are summarized. Comparisons are made with regard to luminous intensity, reflectance, contrast, color, and resolution. Advantages and disadvantages are listed. An assessment of the potential of each technology for each application is summarized.

Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

TECHNICAL EVALUATION REPORT ON THE 46TH SYMPOSIUM OF THE AVIONICS PANEL ON SPACE SYSTEM APPLICATIONS TO TACTICAL OPERATIONS

J. STATSINGER (Aerospace Corp., El Segundo, Calif.) Loughton, England Sep. 1984 16 p Symp. held in Hampton, Va., 17-20

(AGARD-AR-203; ISBN-92-835-1478-5; AD-A148374) Avail: NTIS HC A02/MF A01

The highlights are presented of the NATO Secret AGARD Avionics Panel Symposium on space system applications to tactical operations, which convened in order to accomplish the following: (1) provide an overview of tactical needs which are effectively addressed by space systems; (2) characterize the various existing and potential space systems with emphasis on those attributes which are most related to tactical needs; (3) assess the advantages and limitations of space systems in supporting combat operations; (4) investigate the interaction of space assets with ground and mobile resources and the consequent operational issues; and (5) discuss future trends in space technology and their relationship to evolving combat needs.

N85-23798# Advisory Group for Aerospace Research and Development, Paris (France). Avionics Panel.

DESIGN FOR TACTICAL AVIONICS MAINTAINABILITY. TECHNICAL EVALUATION REPORT

B. L. DOVE, ed. and J. B. CLARY, ed. Oct. 1984 13 p

(AGARD-AR-204; AD-A150576) Avail: NTIS HC A02/MF A01 The inherent logical makeup of digital systems presents the opportunity for improving the maintainability of complex avionic systems. While there was limited success in the early use of Built-In-Self-Test and Built-In-Test (BIST/BIT), higher levels of circuit integration now offer even greater opportunities and challenges to avionic systems designers. However, while past and current digital systems designs have BIST/BIT as an add-on feature, future avionic system designs must be designed for maintainability. Recently, improved techniques and tools to support design for maintainability have become available to avionics systems designers. If used appropriately, these new approaches can lead to dramatic improvements in avionic systems maintainability. Advanced methods and tools to support design for avionic maintainability are discussed. Since modern avionic systems consist of programmable processors, both hardware and software design for maintainability issues and approaches were

07

AIRCRAFT PROPULSION AND POWER

Includes prime propulsion systems and systems components, e.g., gas turbine engines and compressors; and on-board auxiliary power plants for aircraft.

N83-34953# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

PROPULSION AND ENERGETICS PANEL WORKING GROUP 14 ON SUITABLE AVERAGING TECHNIQUES IN NONUNIFORM INTERNAL FLOWS

M. PIANKO, ed. (ONERA, Chatillon, France) and F. WAZELT, ed. (Technische Hochschule Darmstadt, West Germany) 1982 172

(AGARD-AR-182(ENG.); AD-A133968) Avail: NTIS HC A08/MF A01

Numerous investigations were made into how the average properties across a nonuniform or unsteady flow to characterize it for the purpose of one dimensional performance of a gas turbine powerplant. Collection and review of existing practice or proposal for averaging nonuniform and or unsteady flows; identification of averaging techniques to calculate heat, power, thrust, and efficiency; qualification where applicable of uncertainty levels of different averaging methods, recommendation of methods for adoption, and recommendation of futher research activities to resolve uncertainties were studied.

N84-12168# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

AUXILIARY POWER SYSTEMS

Loughton, England Sep. 1983 228 p. refs. In ENGLISH and FRENCH Meeting held in Copenhagen, 30-31 May 1983 (AGARJ-CP-352; ISBN-92-835-0339-2; AD-A136220) Avail: NTIS HC A11/MF A01

The state-of-the-art of aircraft auxiliary power systems for electrical, hydraulic, and pneumatic subsystems is reviewed. The advantages and problems associated with such systems are defined and future design improvements are identified. For individual titles, see N84-12169 through N84-12186

N84-12169# Bundesministerium der Verteidigung, Bonn (West

AUXILIÁRY POWER REQUIREMENTS: THEIR ROLE IN AIRCRAFT PERFORMANCE

E. W ECKERT In AGARD Auxiliary Power Systems 17 p (SEE N84-12168 03-07) Sep. 1983 Avail: NTIS HC A11/MF A01

Based on the historical development and the actual status of requirements, the trends of essential parameters are analyzed, physical and technical possibilities are assessed and a prognosis is offered. Increasing demands for secondary power for subsystems and more powerful engines have led to stronger secondary power components, thus creating a mass problem. Energy losses add a thermal problem. Complexity rises rapidly with the number of inputs and outputs. All of this, together with such aspects as redundancy, reliability, safety, maintainability and life cycle cost, composes today's auxiliary power system. The future system, in response to high performance requirements and budgetary and personnel restrictions, should aim at less complexity and more efficiency

Author

N84-12170# Societe Microturbo, Toulouse (France).
AUXILLIARY POWER SYSTEMS WITH GAS TURBINES GROUPES AUXILIAIRES A TURBINE A GAZI

A. ROMIER and P. CALMELS In AGARD Auxiliary Power Systems 8 p (SEE N84-12168 03-07) Sep. 1983 In FRENCH Avail: NTIS HC A11/MF A01

Gas turbine auxilliary power systems were developed to meet the demand for aircraft autonomy during their use for checklist, conditioning from the ground, and main engine starting. Solutions developed in the military and civil domains for a short operational pure start system are examined as well as an auxilliary system with continued operation. Present trends on modern aircraft where the starting system is capable of continued operation are

considered. Future needs that can be predicted as a function of the growing complexity of onboard weapons systems which require ground conditioning, the development of principal reactors imposing ever more important starting power, and operation as a help in the flight domain with extremely reduced time of use are explored. Transl. by A.R.H.

N84-12171# KHD Luftfahrttechnik G.m.b.H., Oberursel (West Germany)

SECONDARY POWER SYSTEMS FOR FIGHTER AIRCRAFT EXPERIENCES TODAY AND REQUIREMENTS FOR A NEXT GENERATION

W. HAUSMANN, M. PUCHER, and T. WEBER In AGARD Auxiliary Power Systems 15 (SEE N84-12168 03-07) Sep. 1983 refs Avail: NTIS HC A11/MF A01

The necessary of a continuous increase of fighting efficiency of weapon systems sets forth a number of new requirements for the next generation of military aircraft in particular regarding the distribution and use of the onboard auxiliary power. Energy conversion methods have to be applied which are readily adaptable to operation requirements and also favour the thermal balance of the aircraft. As an example of the pneumatic energy conversion the efficiency of an auxiliary system is presented together with a listing of those factors which play a role in its optimization. Design concepts and options available for future systems are presented Experience derived from a modern fighter aircraft system serves as a basis for discussion of advanced requirements and design

N84-12172# Solar Turbines International, San Diego, Calif.

SMALL AUXILIARY POWER UNIT DESIGN CONSTRAINTS

C. RODGERS In AGARD Auxiliary Power Systems 19 p (SEE N84-12168 03-07) Sep. 1983 refs Avail: NTIS HC A11/MF A01

Self-sufficiency for military aircraft operating from remote advanced bases can be attained with small on-board air breathing gas turbine auxiliary power units (APUs) supplying main engine start and aircraft secondary power. The small, fixed sha't, gas turbine configuration comprising the single-stage radial compressor and radial inflow turbine, mounted back-to-back, and overhung from a cold end bearing capsule has found favor in providing this duty due to inherent attributes of low costs, simplicity and high power-to-weight ratio. Extensive experience with these APUs has led to the formulation of several major design constraints, within the objective of minimum life cycle costs, that enhance development of both modified and derivative versions. Some of these design constraints are discussed and advantageous areas of research and development for future APUs are identified

Author

N84-12173# KLM Royal Dutch Airlines, Amsterdam

APU IN COMMERCIAL AIRLINE OPERATION

H. W. C. L. SCHOEVERS and A. BOOY In AGARD Auxiliary Power Systems 9 p (SEE N84-12168 03-07) Sep. 1983 Avail: NTIS HC A11/MF A01

Advantages and disadvantages of incorporating auxiliary power units in commercial aircraft are discussed. Reliability, maintenance and weight costs, and fuel savings are specifically addressed. The auxiliary power unit (APU) provides pneumatic and electrical power on the ground for operation of the air conditioning and electrical systems and for starting the main engines. Operation and control are fully automatic after start initiation, making a better use of the manpower available. Since the airplane's air packs are run, the APU can provide a cooler aircraft at boarding time on hot days than ground equipment. Moreover, individual temperature control of the cabin sections is possible. The APU reduces dependence on ground equipment availability and reliability, thus enhancing on-time performance. It reduces the quantity of required ramp equipment, thus reducing ramp congestion and consequently turn-around time. Even a water system may fall in this category. On some aircraft availability of the APU may be used to replace a failing engine generator during specific flight phases.

07 AIRCRAFT PROPULSION AND POWER

N84-12174# ABG-Semca S.A., Toulouse (France).

AUXILIARY POWER UNITS FOR WIDE-BODY AIRCRAFT

S. RIAZUELO, M. CENIVAL (Turbomeca, Bizanos, France), and M. EGLEM /n AGARD Auxiliary Power Systems 14 p (SEE N84-12168 03-07) Sep. 1983
Avail: NTIS HC A11/MF A01

Existing auxiliary power units for wide body aircraft are described with individual consideration given to the power section, accessory gear box, load compressor, and digital electronic regulation modules. Requirements for future designs of such systems are identified.

N84-12175# British Aerospace Aircraft Group, Brough (England).

SECONDARY POWER SUPPLIES FOR A SMALL SINGLE ENGINE COMBAT AIRCRAFT

G. JONES *In* AGARD Auxiliary Power Systems 7 p (SEE N84-12168 03-07) Sep. 1983 Avail: NTIS HC A11/MF A01

A possible secondary power supply system for a small single engined combat aircraft is described along with the way in which reliability, survivability and installation problems influence the type of system which is proposed for such an aircraft. The particular constraints imposed by the use of a Pegasus vectored thrust engine in a short take off vertical landing (STOVL) aircraft are also discussed. The proposed system consists of a conventional engine driven accessory gearbox to provide hydraulic and electrical power in flight. A remotely mounted auxiliary power unit (APU) is used to start the engine by means of a pneumatic link from a load compressor. The APU drives a separate standby hydraulic pump and generator for ground operation and emergency power in flight. Possible areas of future research and development which would lead to improved efficiency and reduced weight are also discussed

N84-12176# Avions Marcel Dassault, Saint-Cloud (France). Dept. au Bureau d'Etudes Serie.

HYDRAULIC GENERATION OF AUXILLIARY POWER FOR THE MIRAGE 2000 AIRCRAFT [GENERATION HYDRAULIQUE DE SECOURS DU MIRAGE 2000]

P ATLAN /n AGARD Auxiliary Power Systems 6 p (SEE N84-12168 03-07) Sep. 1983 In FRENCH Avail: NTIS HC A11/MF A01

The auxiliary hydraulic power system of the Mirage 2000 aircraft is described and justified. The system was designed to respond to a particular problem that is specific to that aircraft. A source of energy was found and a means of putting it to work to assure the operation of the aircraft flight control hydraulic servocommand in the case of a dead engine and in the tail slide maneuver flight phase was developed.

Transi. by A R.H.

N84-12177# British Aerospace Aircraft Group, Preston (England).

OPTIMIZATION OF ENGINE POWER OFFTAKE BY SECONDARY POWER SYSTEM DESIGN

J. R. HOPKINS In AGARD Auxiliary Power Systems 15 p (SEE N84-12168 03-07) Sep. 1983 refs Avail: NTIS HC A11/MF A01

The configuration constraints presented to a systems engineer when designing a secondary power system are examined with particular reference to the minimizing of engine power offtake. The effects of power offtake on the engine and current solutions available to the systems designer are discussed. A secondary power system which is optimized for a twin engined, agile, combat aircraft is defined.

N84-12178# Rocket Research Corp., Redmond, Wash.
HOT GAS APU STARTER FOR ADVANCED AIRCRAFT
APPLICATIONS

B W. SCHMITZ, L. D. GALBRAITH, W. E JORGENSON, and D. A. PAHL In AGARD Auxiliary Power Systems 14 p (SEE N84-12168 03-07) Sep. 1983 refs (Contract F33615-76-C-2148)

Avail: NTIS HC A11/MF A01

A hot gas rotary vane motor for aircraft APU starting over the environmental temperature range of -65 F to + 130 F was tested. Problems with excessive gas consumption and binding of parts due to differential expansion are indicated. The effect of friction

coefficient, vane weight, venting, and blade linking on overall internal friction are shown. Design approaches evolved to minimize overall friction and loads on the vanes. A motor successfully demonstrated operation at environmental temperatures down to -65 F and as repeated restart capability are solved. Design criteria allow application of the rotary vane motor to specific aircraft starting requirements.

N84-12179# Teledyne CAE, Toledo, Ohio Advanced Development and Technical Planning.

A JET FUEL STARTER FOR LOWEST SYSTEM LIFE CYCLE COST

R. SMITH In AGARD Auxiliary Power Systems 11 p (SEE N84-12168 03-07) Sep. 1983 refs (Contract F33657-76-C-2055) Avail: NTIS HC A11/MF A01

A modular Jet Fuel Starter design employing an Expendable Gasifier (EG) concept indicates a substantial life cycle cost savings over a conventional overhauled unit. To achieve these savings, a low cost gasifier is a mand-tory requirement. The EG does this by maximizing cast to hear net shape components, using aluminum cold end castings and by minimizing the use of expensive high temperature alloys. Gasifier performance parameters, specific power, compressor pressure ratio, cycle temperature and fuel consumption, were selected to minimize component stress and sensitivity to refined dimensions. The gasifier interfaces we established to fit optional JFS and auxiliarily power unit installations, and include turbojets and turbofans suitable for unmaned vehicles.

N84-12180# Lufthansa G.m.b.H., Hamburg (West Germany).
COST EFFICIENT ON BOARD POWER FOR AIRLINE OPERATION

K. MOSE /n AGARD Auxiliary Power Systems 12 p (SEE N84-12168 03-07) Sep. 1983 Avail: NTIS HC A11/MF A01

Airline experience with auxiliary power units (APU), influenced by the fuel crisis was reviewed. Typical APU design features and performance outputs, supplying bleed air and/or electrical power on board the airplane are presented. It is suggested that the economical impact on APU operation are tue to fuel cost increase and high level of APU maintenance cost. Remedy actions are proposed by: incorporation of fuel saving modification programs and reduction of APU operating time which will effect the operating procedures. The utilization of alternative power sources on the ground, providing on board power, by mobile or stationary systems for electrical and pneumatic supply with respect to: system compatibility with on board power requirements and availability and necessary cost investments are proposed.

N84-12181# Messerschmitt-Boelkow-Blohm G.m.b.H., Hamburg (West Germany).

APU OPERATIONAL EFFICIENCY

W. HOOSE In AGARD Auxiliary Power Systems 15 p (SEE N84-12168 03-07) Sep. 1983 Avail: NTIS HC A11/MF A01

Exprience with a new generation on Auxiliary Power Unit (APU) installed in a commercial transport aircraft is presented. Operational requirements and efficiency of the APU in the Various operating modes are outlined. The factors determining the APU performance characteristics with respect to a cost effective are emphasized. Future development trends seen from the point of view of the aircraft manufacturer is considered.

 $\begin{tabular}{ll} \bf N84-12182\# & Vereinigte Flugtechnische Werke G.m.b.H., Bremen (West Germany). \end{tabular}$

GROUND AND INFLIGHT OPERATIONAL EFFECTS OF APU'S
J. H. RENKEN In AGARD Auxiliary Power Systems 17 p (SEE N84-12168 03-07) Sep. 1983
Avail: NTIS HC A11/MF A01

The Airbus APU which has a deliver well defined quantities of bleed air and electrical power under two very different conditions on ground and inflight was examined. The on ground operation is essentially governed by problems like noise generation and emission, and ingestion of hot gas, constraining the possible range of intake and exhaust position. The inflight operation is dominated by the external fuselage flow conditions intake and exhaust are exposed to and which may effect significantly the installation

pressure-ratio and with that the infight restart envelope and infight performance. Depending on fuselage surface pressures and boundary layer conditions, intake and exhaust geometries and ducting have to be designed so that a favourable IPR is provided during APU starting as well as APU operation, keeping at the same time negative effects on the aircraft as for instance drag increase at a minimum. The effect of these environmental conditions on the APU performance is discussed.

N84-12183# Rockwell International Corp., Canoga Park, Calif.
SUPER INTEGRATED POWER UNIT FOR FIGHTER AIRCRAFT
A. D. LUCCI, J. A. WILLIAMS, E. C. BEDER, and B. L. MCFADDEN
(AFAPL, Wright-Patterson AFB, Ohio) In AGARD Auxiliary Power Systems 6 p (SEE N84-12168 03-07) Sep. 1983 Avail: NTIS HC A11/MF A01

The SIPU concept the designs of the demonstrator, and each of its subsystems are described. An SIPU is a multifunctional aircraft power unit capable of providing (1) electrical, pneumatic, and hydraulic power for ground maintenance and standby operations, (2) normal and emergency main engine start power, and (3) emergency electrical and hydraulic power. Power is obtained either from jet fuel combustion with air for ground operations and normal engine starts, from a gas generator system using onboard stored propellants for emergency functions, or from the aircraft main engine compressor air for the emergency electrical and hydraulic power function. The benefits resulting from the use of an SIPU

N84-12184# Rolls-Royce Ltd., Bristol (England).

ALL-ELECTRIC ACCESSORY DRIVE SYSTEMS: IMPLICATIONS ON ENGINE DESIGN AND PERFORMANCE
G. B. TOYNE and G. S. HODGES /n AGARD Auxiliary Power

Systems 8 p (SEE N84-12168 03-07) Sep. 1983 Avail: NTIS HC A11/MF A01

All-electric accessory power systems were studied. The effects on engine design and performance are outlined. In the all-electric proposal, all accessory power requirements are generated and distributed electrically. Air bleeds for environmental control systems are replaced by increased shaft power offtake. The concept which is considered for a large subsonic offers the prospect of simplification and weight reduction in the engines. For supersonic combat aircraft, the concept is not recommended; with relatively higher levels of shaft power offtake, additional handing problems will be created. The effects on the engine and aircraft weight and systems as a whole consideration.

N84-12185# Sundstrand Advanced Technology Group, Rockford.

MICROPROCESSOR IMPLEMENTING TECHNOLOGY AIRCRAFT ELECTRICAL POWER GENERATING SYSTEM CONTROL

G. RUFFNER, B. MENL, and S. LORENZ In AGARD Auxiliary Power Systems 15 p (SEE N84-12168 03-07) Sep. 1983 refs Avail: NTIS HC A11/MF A01

The implementation of microprocessor technology of most control protection, and build on test functions, the aircraft electrical power generating systems is described. The design implementation process used in current system is highlighted. With the adaptation of advanced inicroprocessor systems in the next generation of aircraft electric systems, additional functions can be implemented. Microprocessor control of generator paralleling and voltage regulation coupled with more effective builtin test capabilities wi result in significant improvements in system performance.

N84-12186# Auxilec S.A., Colombus (France). Electro-Technics

THE 400 HZ GENERATORS EVOLUTION, EFFECTS ON INSTALLATION ARRANGEMENTS

C. JACQUES In AGARD Auxiliary Power Systems 11 p (SEE N84-12168 03-07) Sep. 1983 Avail: NTIS HC A11/MF A01

The need for 400 Hz electric power which keeps on increasing on airplanes is discussed. Up to now the way to obtain constant frequency from variable speed drive is either hydro or electro mechanical. New conversion systems are arising: they take benefits from the most recent improvements and developments in high speed electrotechnics and power electronics. Rotational speeds running at more than 2400 r.p.m. are accessible to the onboard generator and a significant improvement of power to weight ratio is obtained. The installation of such a generator on aircraft entails an high speed gear whic can be combined with it or, installed in the accessory gearbox. The cooling of the whole system is realized by air or, by oil, electronic components included. Optimum design leads to share the oil circuit of the gearbox with the generator cooling system.

Advisory Group for Aerospace Research and N84-16188# Development, Neuilly-Sur-Seine (France).

VISCOUS EFFECTS IN TURBOMACHINES
Loughton, England Sep. 1983 380 p refs in ENGLISH and
FRENCH Conf. held in Copenhagen, 1-3 Jun. 1983 (AGARD-CP-351; ISBN-92-835-0340-6; AD-A139749) NTIS HC A17/MF A01

Experts and specialists from industry, research institutes, and universities establish the latest state-of-the-art regarding: viscous-inviscid interactions, viscous flow computations, end-wall boundary layers, and experimental measurements from multistage turbomachines. For individual titles, see N84-16189 through N84-16211.

N84-16189# Office National d'Etudes et de Recherches

Aerospatiales, Leclerc (France).
PROGRESS IN COMPUTATION OF VISCOUS INVISCID INTERACTION

J. C. LEBALLEUR In AGARD Viscous Effects in Turbomachines 26 p (SEE N84-16188 07-07) Sep. 1983 refs in FRENCH; ENGLISH summary

Avail: NTIS HC A17/MF A01

The numerical techniques based on viscous-inviscid interaction are surveyed with a very global view, to get the main developments areas, the capacities and constraints. Then restricting to the integral methods interacted with a defect formulation, typical examples are presented for the calculation of separated flows in external aerodynamics, using the approximation of a potential inviscid flow. Results achieved in internal aerodynamics, using a defect integral method interacted with the full Euler equations are presented. The calculated flow is a choked transonic channel flow, with a turbulent shock wave-boundary layer interaction which generates a very small separation. The coupling is converged with the previously suggested zonal relaxation technique, direct or semi-inverse, including a local and automatic control of the numerical stability.

N84-16190# National Gas Turbine Establishment, Farnborough (England). Turbomachinery and Installations Dept.

APPLICATION OF AN INVISCID-VISCOUS INTERACTION METHOD TO TRANSONIC COMPRESSOR CASCADES

W. J. CALVERT In AGARD Viscous Effects in Turbomachines

13 p (SEE N84-16188 07-07) Sep. 1983 refs Avail: NTIS HC A17/MF A01

Results obtained using an inviscid-viscous interaction method to predict the blade-to-blade flow in axial compressors are compared with experimental data from a number to transonic linear cascades. The cascades cover a wide range of duties, with inlet Mach numbers varying from 0.8 to 1.46 and flow deflections from 70 deg to 50 deg. Generally the predictions are in good agreement with the test data. Author

N84-16191# Vrije Universiteit, Brussels (Belgium). Dept. of Fluid Mechanics.

A VISCID INVISCID INTERACTION PROCEDURE FOR TWO DIMENSIONAL CASCADES

P. JANSSENS and C. HIRSCH In AGARD Viscous Effects in Turbomachines 18 p (SEE N84-16188 07-07) Sep. 1983 refs Avail: NTIS FO A17/MF A01

A viscous inviscid interaction scheme was developed in order to predict fluid turning and loss coefficients for arbitrary cascade bladings of axial and centrifugal turbomachines. The effects of the blade surface boundary layers, separation of these boundary the blade surface boundary layers, separation of the saling edge are taken layers and the wake downstream of the trailing edge are taken into account by the wake displacement body method. The effective separation line between the inviscid outer flow, separated boundary layers and the wake is iteratively searched using a free streamline method. A Kutta Joukowsky condition at the trailing edge corrects the outlet flow angle and ensures zero loading on the wake. The outer potential flow is solved in a finite element Galerkin

approximation and the boundary layer development is predicted with an integral method. Corrections based on Richardson numbers are included for streamline curvature and Coriolis effects on turbulence.

Author

N84-16192# Hochschule der Bundeswehr, Munich (West Germany). DESIGN OF TRANSONIC COMPRESSOR CASCADES FOR MINIMAL SHOCK LOSSES AND COMPARISON WITH TEST

L. FOTTNER and H. J. LICHTFUSS (Motoren- und Turbinen-Union) In AGARD Viscous Effects in Turbomachines 22 p (SEE N84-16188 07-07) Sep. 1983 refs Sponsored in part by Bundesministerium der Verteidigung Avait: NTIS HC A17/MF A01

Blading concepts with respect to optimal profile shape take into account the close interdependence between the pressure distribution on profile suction and pressure side and the boundary-layer development (i.e. the losses) on these surfaces. For transonic compressor bladings with minimal losses, the shock and shock/boundary-layer interaction losses have to be carefully considered. For supersonic inlet conditions these losses were reduced by using wedge-type profile shapes in the supersonic part of the profile (wedge-type). On the other hand the diffusion losses in the subsonic region (rear part of the blade) can be reduced by reducing subsonic deflection of a given vector triangle, resulting in a limited supersonic expansion (MCA-type). Thus, a careful optimization process must be done for the partition of supersonic and subsonic deflection. Cascade tests were carried out for the mid section of a rotor blade of a three-stage transonic compressor. The analysis of these tests and additional laser anemometry measurements within the compressor showed good agreement between design and test and proved the low loss design of the special profile types.

N84-16193# Virginia Polytechnic Inst. and State Univ., Blacksburg. Dept. of Mechanical Engineering.

FLOW TRAJECTORIES, MIXING AND ENTROPY FLUXES IN A TURBINE CASCADE

J. MOORE In AGARD Viscous Effects in Turbomachines 14 p (SEE N84-16188 07-07) Sep. 1983 refs Sponsored in part by Rolls Royce, Ltd.

Avail: NTIS HC A17/MF A01

Flow in a turbine cascade with a 281 mm axial chord and a one million exit Reynolds number studied by Langston, et al. at United Technologies Research Center is considered. Measurements were made in a geometrically similar cascade with an axial chord of 235, mm and the same span/chord and pitch/chord ratios. The present five-blade cascade has an exit Reynolds number based on axial chord of 580,000. Measurements of total pressure and flow direction downstream of the cascade complement the results of Langston et al. which showed the flow development only within the cascade. The downstream flow is important, however, as approximately 50% of the losses occur downstream of the trailing edge. Regions of high-loss fluid are found and the origin of fluid in these regions is traced using the ethylene injection technique with a flame ionization detector. From a computational standpoint, there is interest not only in the location of the ethylene at the downstream plane, but also in the concentration levels and the diffusion rates. From a practical standpoint, the most significant result from the present tests is that the highest entropy fluxes downstream of this cascade (at x/c = 1.4) occur near midspan in a high-loss core and not near the end walls.

N84-16194# Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

A COUPLING METHOD FOR THE INVERSE MODE CALCULATION OF TRANSONIC INTERNAL FLOWS WITH A SHOCK WAVE [METHODE DECOUPLAGE POUR LE CALCUL EN MODE INVERSE DES ECOULEMENTS INTERNES TRANSSONIQUES AVEC ONDE DE CHOC]
G. MEAUZE and J. DELERY /// AGARD Viscous Effects in

G. MEAUZE and J. DELERY In AGARD Viscous Effects in Turbomachines 15 p (SEE N84-16188 07-07) Sep. 1983 refs Original language document announced as A83-48183 Avail: NTIS HC A17/MF A01

A coupling method for modeling internal transonic flows with shock waves is presented, based on the a priori selection of the

positions of the interaction zones. Nonviscous flow is calculated using the Euler equations, the Prandtl equations are employed for the dissipative layers (with solutions obtained by the finite difference technique), and an integral method is used for the boundary layers. Control surfaces are defined at the boundary of the viscous layer, along the displacement surface, and along the surface of the body itself. Coupling on the displacement surface is stressed, and account is taken of the pressure gradients and the shape of the streamlines on the displacement surface. Comparisons of the model predictions with data from ONERA S8Ch transonic channel (two dimensional) demonstrate that velocity profiles can be accurately generated, even with multiple separation zones. An inverse-inverse mode is appropriate in a symmetric channel, such as a nozzle, where a generalized depiction of turbulence can be obtained.

M.S.K. (IAA)

N84-16195# Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

AN EXPERIMENTAL METHOD FOR ANALYZING SHOCK-BOUNDARY LAYER INTERACTIONS IN CASCADES [METHODE D'ANALYSE EXPERIMENTALE DE L'INTERACTION CHOC-COUCHE LIMITE EN GRILLES D'AUBES]

A. FOURMAUX In AGARD Viscous Effects in Turbomachines 9 p (SEE N84-16188 07-07) Sep. 1983 refs In FRENCH; ENGLISH summary

Avail: NTIS HC A17/MF A01

The small physical thickness of cascades boundary layers, due to the usually small dimensions of the test models, makes it difficult to measure the characteristic parameters of the viscous layer. In order to estimate the displacement effect and to evaluate the importance of the shock-boundary layer interactions, a time-marching computation method is used in inverse mode to reconstitute the flow in the channel from static pressure plot on the blade. The principle and the limits of this method of analysis are presented, as well as comparisons between the calculation results and detailed measurements carried out within the channel. Furthermore, the purely experimental aspect is considered: techniques used to adjust and control the flow, and measurement techniques.

N84-16196# United Technologies Research Center, East Hartford, Conn. Gas Dynamics and Thermophysics Dept. COMPRESSOR AND TURBINE BLADE BOUNDARY LAYER SEPARATION

M. J. WERLE /n AGARD Viscous Effects in Turbomachines 13 p (SEE N84-16188 07-07) Sep. 1983 rets

Avail: NTIS HC A17/MF A01

Numerous sites on compressor and turbine blades are susceptible to the phenomenon of boundary layer separation. In such situations it is found that the boundary layer is incapable of negotiating a local adverse pressure gradient, which is subsequently relieved as it breaks away from the surface and induces a strong interaction with the inviscid stream. Since losses and heating due to such occurrences can be significant, a need continues to exist for efficient, and reliable prediction techniques for this class of problems. A multiyear, multiphase program aimed at developing and assessing finite difference techniques for a wide range of separation induced problems is reviewed. Results are given for leading edge bubbles, transonic shock induced seperations, cove aide bubbles, and trailing edge induced wake bubbles. Both the analytical technique and collaborating experimental studies are discussed and directions for future research are identified.

Author

N84-16197# Cambridge Univ. (England). Dept. of Engineering. THE DEVELOPMENT OF UNSTEADY BOUNDARY LAYERS ON THE ROTOR OF AN A VIAL-FLOW TURBINE

H. P. HODSON In AGARD Viscous Effects in Turbomachines 18 p (SEE N84-16188 07-07) Sep. 1983 refs Sponsored in part by the Central Electricity Generating Board and the Science and Engineering Research Council Avail: NTIS HC A17/MF A01

The effects of rotor-stator interactions upon the efficiency of a large scale, low speed turbine were investigated. A comparison is made between the performance of the mid-span section of the rotor blades and of a rectilinear cascade of identical geometry. Wind tunnels were operated at a Reynolds number of 3.15 x 10(5). Measurements of the blade surface boundary layers and

07 AIRCRAFT PROPULSION AND POWER

their associated profile losses are presented. The profile loss of the turbine rotor at mid-span was approximately 50 percent higher than that of the rectilinear cascade. The mean velocity profiles of the boundary layers indicate that this difference is mainly due to the higher growth rate of the suction surface boundary layer on the turbine rotor. The time-resolved boundary layer measurements indicate that the increased growth rate is caused by the interaction of the wakes of the upstream nozzle row with the blade surface boundary layers. This results in a localized transition of the otherwise laminar boundary layers. The boundary layers thus alternate between characteristically laminar and turbulent states during one wake passing cycle.

N84-16198# Pisa Univ. (Italy). Ist. di Macchine.
AERODYNAMIC COMPUTATION METHOD OF AIRFOIL
CASCADES SUBJECTED TO VISCOUS FLOW
P. PSARUDAKIS In AGARD Viscous Effects in Turbomachines
17 p (SEE N84-16188 07-07) Sep. 1983 refs
Avail: NTIS HC A17/MF A01

A computational method for the determination of aerodynamic characteristics of airfoil cascades subjected to viscous flow is presented. The method is based on the determination of the flux perturbation directly due to the local continuous stream velocity over every single cascade airfoil. Particular attention is given to the development of a method suitable to decrease computation time and, at the same time, to make possible versatile application to physical phenomena simulation. Various comparisons with theoretical and experimental values carried out by other authors confirm the validity of the present method.

N84-16199# Newcastle-upon-Tyne Univ. (England). Lab. for Fluid Mechanics and Thermodynamics.

NUMERICAL SIMULATION OF STALLING FLOWS BY AN INTEGRAL EQUATION METHOD

R. I. LEWIS and D. T. C. PORTHOUSE In AGARD Viscous Effects in Turbomachines 17 p (SEE N84-16188 07-07) Sep. 1983 refs

Avail: NTIS HC A17/MF A01

An integral equation method is presented for the solution of the Navier Stokes equations for stalling aerofoil, cascade or bluff body flows. Vorticity created at the aerofoil or body surface at each time step of a numerical procedure, is diffused into the main stream and convected by the local velocity vector. Viscous diffusion is simulated by a model akin to Brownian motion whereby all shed vorticity elements are given random displacements at each time step. Solutions are shown for boundary layers, bluff bodies, aerofoils and a first attempt at a cascade.

N84-16200# Office National d'Etudes et de Recherches Aerospatiales, Toulouse (France).

COMPUTING THE THREE DIMENSIONAL BOUNDARY LAYER IN A COMPRESSOR [CALCULS DE COUCHE LIMITE TRIDIMENSIONNELLE DANS UN COMPRESSEUR]

B. AUPOIX and J. COUSTEIX In AGARD Viscous Effects in

B. AUPOIX and J. COUSTEIX In AGARD Viscous Effects in Turbomachines 13 p (SEE N84-16188 07-07) Sep. 1983 refs in FRENCH; in FRENCH; ENGLISH summary Avait: NTIS HC A17/MF A01

The study of transport equations for turbulent stress on a turning reference mark or on a curved wall revealed two types of effects. There was a stabilization or destabilization of the turbulence due to the longitudinal curvature with the component of the rotation vector parallel to the wall, and a three dimensional effect when the component of the rotation vector is normal at the wall. The stabilizing or destabilizing effect, as well as that of the exterior turbulence was introduced into a mixing length scheme which was then used to construct families of profiles of the speed of the boundary layer by similitude. The analysis of these families of profiles supplied closure relations for an integral method of calculating three dimensional boundary layers. Transl. by A.R.H.

N84-16201# Stuttgart Univ. (West Germany). Inst. fuer Luftfahrt-Antriebe.

VISCOUS EFFECTS AND HEAT TRANSFER IN A CALCULATION METHOD FOR AXIALSYMMETRIC FLOW IN MULTISTAGE TURBOMACHINES USING THE STREAM FUNCTION

W. SANDEL In AGARD Viscous Effects in Turbomachines 10 p (SEE N84-16188 07-07) Sep. 1983 refs Sponsored in part by Deutsche Forschungsgemeinschaft Avail: NTIS HC A17/MF A01

A method is described for including viscous effects and heat transfer in a through-flow computation procedure based on the stream function approach for steady axialsymmetric flow. Viscous shear stress and heat conduction relations are used within a coarse grid resolution due to storage and computation time limitations in multistage applications. Near the end walls an analytic function is used to model the dissipation rate. The approach allows for energy transport across streamlines.

N84-16202# Von Karman Inst. for Fluid Dynamics, Rhode-Saint-Genese (Belgium). EFFECTS OF A SKEWED INLET END WALL BOUNDARY LAYER ON THE 3-D FLOW FIELD IN AN ANNULAR TURBINE

CASCADE

E. BOLETIS, C. H. SIEVERDING, and W. VANHOVE In AGARD

Viscous Effects in Turbomachines 16 p (SEE N84-16188 07-07)

Sep. 1983 refs

Avail: NTIS HC A17/MF A01

The results of an experimental investigation on the effect of a skewed inlet boundary layer on the flow field in a low speed, low speed, low speed, low aspect ratio, high turning annular turbine nozzle guide vane are presented. Three test series differing by their degree of inlet skew were performed. The flow was explored by means of double head four hole pressure probes in five axial planes from upstream to far downstream of the blade row. The results are presented in the form the contour plots and spanwise pitch-averaged distributions. The axial evolution of the measured pitch-averaged spanwise flow angle distribution is compared with a three dimensional, inviscid, rotational flow calculation. M.G.

N84-16203# Durham Univ. (England). Dept. of Engineering. SECONDARY FLOWS AND LOSSES IN A TURBINE CASCADE D. G. GREGORY-SMITH and C. P. GRAVES (Gilbert Gildes and Gordon, Ltd.) In AGARD Viscous Effects in Turbomachines 24 p (SEE N84-16188 07-07) Sep. 1983 refs Sponsored in part by Rolls Royce, Ltd. and the U.K. Ministry of Defence Avail: NTIS HC A17/MF A01

An investigation was made of the flow in a cascade of large scale rotor blades of some 110 deg of turning. The aspect ratio (span/chord) was 1.77, and the inlet boundary layer on the end walls was varied around 0.2 of the span. The flow was traversed in great detail on ten planes using cobra type probes with a computerized data recording and analysis system. The results are presented graphically using contour and vector plots on various planes through the flow field. The horse-shoe vortex and passage vortex development are clearly seen, with the upstream boundary layer being shed downstream as a loss core. Another region of high loss is related to a counter vortex in the corner between the suction surface and the end wall. The results were also pitch averaged, and compared with predictions of angle and loss distribution. Some traversing was also carried out using hot wire anemometry. Regions of high turbulence intensity and shear stress were identified, associated with the regions of high loss. Some indication is given of the mechanisms of loss production within the cascade.

N84-16204# National Technical Univ., Athens (Greece). Lab. of Thermal Turbomachines.

BOUNDARY LAYER DEVELOPMENT ON ROTATING BODIES OF REVOLUTION

L. LAMBROPOULOS, P. KTENIDIS, and K. PAPAILIOU In AGARD Viscous Effects in Turbornachines 7 p (SEE N84-16188 07-07) Sep. 1983 refs

Avail: NTIS HC A17/MF A01

Existing experimental data concerning rotating viscous flows are analyzed. It is demonstrated how one may describe such cases in the rotational frame of reference, using simple boundary layer notions. Boundary layer calculations are then performed in order

to predict these flows. The theoretical and experimental results are found to be in a very good agreement. M.G.

N84-16205# Vrije Universiteit, Brussels (Belgium). Dept. of Fluid Mechanics.

END-WALL BOUNDARY LAYER CALCULATIONS IN MULTISTAGE AXIAL COMPRESSORS

J. DERUYCK and C. HIRSCH In AGARD Viscous Effects in Turbomachines 16 p (SEE N84-16188 07-07) Sep. 1983 refs Avail: NTIS HC A17/MF A01

A previously developed theory for the calculation of a three dimensional boundary layer along any curved axisymmetric wall surface is summarized. In addition, new defect force correlations take into account the interactions between blades and end-wall boundary layer flows, in particular tip clearance effects, relative motion and secondary losses are included. Velocity profiles are reconstructed from the integral boundary layer thicknesses by use of velocity profile models defined in the meridional and angular directions. The different aspects of the theory are tested systematically on various configurations. It is shown that the overall behavior of axial compressor boundary layers can be simulate with the present method and that the defect force correlations are able to simulate all the secondary flow effects.

N84-16206# Ecole Centrale de Lyon (France). Lab. de Mecanique des Fluides.

EXPERIMENTAL AND THEORETICAL STUDIES OF PARIETAL VISCOUS BOUNDARIES IN A SINGLE STAGE TRANSONIC COMPRESSOR (ETUDES EXPERIMENTALES ET THEORIQUES DES COUCHES VISQUEUSES PARIETALES DANS UN COMPRESSEUR MONO-ETAGE TRANSSONIQUE)

F. LEBOEUF and H. NAVIERE In AGARD Viscous Effects in Turbomachines 10 p (SEE N84-16188 07-07) Sep. 1983 refs In FRENCH; ENGLISH summary Avail: NTIS HC A17/MF A01

Experimental results obtained in a one-stage transonic axial flow compressor, which is a typical stage of an aeronautical motor are presented. Emphasis is placed on the velocity vector in front of and downstream of the blades, near the hub and the tip of the machine. These flows are studied theoretically. The main characteristics of the method are that the transfer of information is properly realized while changing a frame of reference. Also a very good computational stability is obtained. In this method, two equations for the transport of two vorticity components are used in parallel with the equations which describe, in an integral form, the 3D viscous layer, and with an equation which describes the inviscid flow at the wall. Comparison between the experimental and theoretical results attests to the validity of the method.

Autho

N84-16207*# Pennsylvania State Univ., University Park. Dept. of Aerospace Engineering.

ANNULUS WALL BOUNDARY LAYER DEVELOPMENT IN A COMPRESSOR STAGE, INCLUDING THE EFFECTS OF TIP CLEARANCE

B. LAKSHMINARAYANA, K. N. S. MURTHY, M. POUAGARE, and T. R. GOVINDAN In AGARD Viscous Effects in Turbomachines 17 p (SEE N84-16188 07-07) Sep. 1983 refs (Contract NSG-3212)

Avail: NTIS HC A17/MF A01

The end-wall boundary layer development in a compressor stage, including the inlet guide vane (IGV) passage and the rotor passage, was measured. The measurement upstream of the rotor and inside the IGV passage were carried out with a five-hole probe. The data (blade-to-blade) inside the IGV passage were carried out with a five-hole probe. The data (blade-to-blade) inside the rotor passage were measured using a three-sensor rotating hot-wire below the tip clearance region and 'V' configuration probe inside the clearance region. The rotor exit measurements (blade-to-blade) were acquired with a laser Doppler velocimeter. The velocity profiles and the integral properties are presented and interpreted. The boundary layer is comparatively well behaved up to the leading edge of the rotor, beyond which complex interactions result in very unconventional profiles. The momentum thicknesses decrease in the leakage flow region of the rotor. The momentum thicknesses and the limiting streamline angles predicted from a momentum integral technique agree well with the data up to the leading edge of the rotor.

N84-16208*# National Aeronautics and Space Administration. Lewis Research Center, Cleveland, Ohio.

END-WALL BOUNDARY LAYER MEASUREMENTS IN A TWO-STAGE FAN

C. L. BALL, L. REID, and J. F. SCHMIDT In AGARD Viscous Effects in Turbomachines 23 p (SEE N84-16188 07-07) Sep. 1983 refs

Avail: NTIS HC A17/MF A01 CSCL 21E

Detailed flow measurements made in the casing boundary layer of a two-stage transonic fan are summarized. These measurements were taken at stations upstream of the fan, between all blade rows, and downstream of the last blade row. At the design tip speed of 429 m/sec the fan achieved a peak efficiency of 0.846 at a pressure ratio of 2.471. The boundary layer data were obtained at three weight flows at the design speed: one near choke flow, one near peak efficiency, and one near stall. Conventional boundary layer parameters were calculated from the data measured at each measuring station for each of the three flows. A classical two dimensional casing boundary layer was measured at the fan inlet and extended inward to approximately 15 percent of span. A highly three dimensional boundary layer was measured at the exit of each blade row and extended inward to approximately 10 percent of span. The steep radial gradient of axial velocity noted at the exit of the rotors was reduced substantially as the flow passed through the stators. This reduced gradient is attributed to flow mixing. The amount of flow mixing was reflected in the radial redistribution of total temperature as the flow passed through the stators. The data also show overturning of the tip flow at the stator exits that is consistent with the expected effect of the secondary flow field. The blockage factors calculated from the measured data show an increase in blockage across the rotors and a decrease across the stators.

N84-16209# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Cologne (West Germany). Inst. fuer Antriebstechnik.

FLOW MEASUREMENTS IN THE STATOR ROW OF A SINGLE-STAGE TRANSONIC AXIAL-FLOW COMPRESSOR WITH CONTROLLED DIFFUSION STATOR BLADES

R. J. DUNKER In AGARD Viscous Effects in Turbomachines 13 p (SEE N84-16188 07-07) Sep. 1983 refs
Avail: NTIS HC A17/MF A01

The time-dependent three dimensional viscous flow downstream of the rotor in a single-stage transonic axial-flow compressor without inlet guide vanes was measured and analyzed at design and off-design operating conditions. Measurements were made between the blade rows and within the stator row which had been recently redesigned using a controlled diffusion blade design method. Detailed measurements of the blade surface pressure distributions were performed in order to investigate whether the favorable behavior of controlled diffusion blades can be obtained under the real flow conditions within a turbomachine, and not only under those conditions in a cascade. These data, as well as laser-velocimetry data, indicate blade boundary layer separation under some operating conditions. The optical measurements were taken at different instantaneous rotor positions relative to the stator. These results give some insight into the unsteady flow within the stator, e.g. the development of the fluctuating velocity vectors, of the turbulence intensity, of the rotor blade wakes, and of the stator blade boundary layers.

N84-16210# United Technologies Research Center, East Hartford, Conn. Gas Turbine Technology Div.

COMPRESSOR ROTOR AERODYNAMICS

R. P. DRING, H. D. JOSLYN, and J. H. WAGNER In AGARD Viscous Effects in Turbomachines 16 p (SEE N84-16188 07-07) Sep. 1983 refs

(Contract NAS3-23157; F33615-77-C-2083)

Avail: NTIS HC A17/MF A01 CSCL 20E

Although the numerical sophistication of multi-stage turbomachinery through-flow calculations has evolved to a very high level, the aerodynamic inputs of total pressure loss, deviation and blockage are subject to a high degree of empiricism. There is a need for detailed flow field data in a multi-stage environment in order to bring some discipline to this important aspect of turbomachinery design. A survey of some of the initial results of an in-depth investigation of the aerodynamics of the second stage of a large scale two stage axial compressor is presented. The

second stage rotor data are compared with data obtained on an isolated rotor with very thin and then very thick inlet hub and tip boundary layers. The single and multi-stage rotor data presented surface flow visualization and rotating radial/circumferential traverse measurements presented in the form of fullspan contour plots of rotary total pressure. Also presented are the spanwise distributions of loss, deviation and blockage. Some implications of these results for through-flow analyses are

N84-16211# Air Force Wright Aeronautical Labs., Wright-Patterson AFB. Ohio EXPERIMENTAL VERIFICATION OF AN ENDWALL BOUNDARY LAYER PREDICTION METHOD

C. W. ELROD and J. L. BETTNER (Detroit Diesel Allison Div.) In AGARD Viscous Effects in Turbomachines 21 p (SEE N84-16188 07-07) Sep. 1983 refs Avail: NTIS HC A17/MF A01

An endwall boundary layer code was verified in a low speed compressor facility and used to compute casing blockage and efficiency penalty in a full-scale engine. Detailed endwall boundary layer measurements and overall compressor performance measurements were obtained for various conditions of surface roughness, porosity and tip clearance in the low speed compressor facility. Stage pressure ratio and stall margin were determined for the single-stage compressor at three corrected speeds. Shroud roughness did not markely reduce overall compressor performance at design conditions, but did result in some loss of stall margin. Shroud wall porosity, on the other hand, did reduce design point performance, but also substantially increased stall margin. The shroud endwall boundary layer code exhibited overall satisfactory agreement with solid smooth/rough endwall experimental results, but was not as effective for the T56-A-100 experimental results. The code was effective in predicting tip clearance effects.

N85-15733# Advisory Group for Aerospace Research and

Development, Neuilly-Sur-Seine (France).

ENGINE CYCLIC DURABILITY BY ANALYSIS AND TESTING
Loughton, England Sep. 1984 271 p refs In ENGLISH and
FRENCH Conf. held in Lisse, Netherlands, 30 May - 1 Jun. 1984

(AGARD-CP-368; ISBN-92-835-0362-7; AD-A149028) Avail: NTIS HC A12/MF A01

Engine utilization and accelerated mission testing development; critical material characterization; life assessment methodologies; and component and engine cyclic testing are discussed. The current state-of-the-art in technolgical areas is related to improving engine life. The technical and economical problems of advanced cyclic testing in the development of engines are considered with focus on relationships between engine utilization and failure modes. accelerated mission testing development critical material characteristics, component life assessment methods, recent results of component and engine cyclic testing, and future requirements. For individual titles see N85-15734 through N85-15751.

N85-15734# Motoren- und Turbinen-Union Muenchen G.m.b.H. (West Germany)

IN-FLIGHT EVALUTION OF LCF LIFE CONSUMPTION OF TRANSIENT THERMAL STRESS

G. E. BREITKOPF and T. M. SPEER In AGARD Eng. Cyclic Durability by Analysis and Testing 15 p (SEE N85-15733 07-07)

Avail: NTIS HC A12/MF A01

The calculation procedure under review offers the opportunity of a rapid approximation of transient temperatures and thermal stresses in the rotor structure of a gas turbine engine. The method can be implemented with the aid of a microprocessor system, permitting the Low Cycle Fatigue (LCF) life consumption of components subject to considerable thermal stresses, such as HP turbine and compressor stages, also to be calculated with good accuracy in flight. In view of the large scatter in the life consumption per hour flown and the large number of influencing parameters, concerning the hot section components, calculation of the life actually consumed per flight on completion of the flight would seem to be the only method that is simultaneously simple to handle and sufficiently accurate to enable the cyclic strength of the components to be used to the full. Author

N85-15735# Rolls-Royce Ltd., Bristol (England). MONITORING ENGINE THERMAL STRESSES

T. M. EDMUNDS and R. A. LAWRENCE In AGARD Eng. Cyclic Durability by Analysis and Testing 20 p (SEE N85-15733 07-07) Sep 1984 refs

Avail: NTIS HC A12/MF A01

The high performance and rapid response of modern military engines means that transient thermal stresses make a significant contribution to the fatigue life utilization of critical rotating components. This, coupled with the variability of actual usage, raises a requirement for calculating transient thermal stresses from flight recorded data. A computationally efficient procedure for meeting this requirement is described. The analysis is based on a simplified model of the heat transfer and mechanics of the engine that is tuned with results of more sophisticated finite difference and finite element computations. Applications to a engine disc are described using data collected by on-board recordings. The results are validated by comparisons with more detailed theoretical analyses - practical constraints preventing a direct measurement of in-flight stresses. The integration of the results into the overall lifting procedure is also briefly described.

N85-15736# Aeronautical Systems Div., Wright-Patterson AFB,

ACCELERATED MISSION ENDURANCE TESTING (AMET)

W. R. TAYLOR In AGARD Eng. Cyclic Durability by Analysis and Testing 5 p (SEE N85-15733 07-07) Sep. 1984 refs Avail: NTIŠ HC A12/MF A01

The cost of ownership of gas turbine aircraft engines today makes it imperative that the development process produce a production engine that will minimize life cycle cost. This problem was recognized and one of the most significant changes that was made in the last 10 years is the incorporation of AMET into the development programs. In the past, engine designs were qualified for production release when it successfully completed a 150 hour model test. However, as these engines accumulated service time, problems arose that were not discovered in factory test. It was apparent that the durability of these engines were not well understood. In 1973, the US Air Force, Navy, and Detroit Diesel Allison incorporated a new test cycle in their TF41 engine development program that was representative of the ircraft usage. The success of this effort encouraged the incorporation test method into other engine development programs. Today, the US Air Force uses factory test cycles for design verification and qualification that were derived from known or projected aircraft usages. The background of mission related testing, test cycle derivation, data sources, key parameters, limitations and benefits will be discussed.

N85-15737# Turbomeca S. A. - Brevets Szydlowski, Bordes

DESIGN AND TEST REQUIREMENTS FOR DEVELOPMENT OF TODAY'S ENGINES (EXIGENCES DE CONCEPTION ET D'ESSAI POUR DEVELOPPER LES MOTEURS D'AUJOURD'HUI]

J. FRESCO //n AGARD Eng. Cyclic Durability by Analysis and Testing 14 p (SEE N85-15733 07-07) Sep. 1984 In FRENCH Original language doc. previously announced as N82-17205 Avail: NTIS HC A12/MF A01

To adapt to the ever greater safety and profitability requirements for transport aircraft, the engine must fulfill two functions which are often of an opposite nature: performance and durability. The combination of these two lines of force: performance (translated in terms of fuel consumption or power) and durability, lead to the final objective which is cost reduction. Today, from the beginning of a new engine, it is necessary to quarantee potentials that are of the same order, if not superior, to those of engines which have already accumulated thousands of flight hours. The different methods that permit achieving the durability objective are analyzed including how they are involved in engine design. Tests which best reproduce the damage phenomena are described, and some examples are given which relate particularly to small engines

N85-15738# National Aerospace Lab., Amsterdam (Netherlands) OVERVIEW OF THE AGARD SMP ACTIVITIES ON TURBINE ENGINE MATERIALS TECHNOLOGY IN THE 1972 - 1982

A. J. A. MOM In AGARD Eng. Cyclic Durability by Analysis and Testing 34 p (SEE N85-15733 07-07) Sep. 1984 refs Avail: NTIS HC A12/MF A01

An overview of research on turbine engine technology over the last 10 years is given. These activities cover most of the material related aspects in gas turbine technology from the initial design stage up to the final retirement of components. The development and application of advanced materials; material properties and behavior; material processing and fabrication techniques, maintenance and repair; and life prediction methods are discussed. With respect to the advanced materials and fabrication techiques, attention is given to the directionally solidified in-situ composites, the ceramic materials and the powder metallurgy materials, and their different processing aspects. New fabrication techniques like hot isostatic pressing, superplastic forming and surface treatments are included. Furthermore the corrosion behavior and low cycle fatigue characteristics of engine materials, including methods to predict creep and fatigue behavior, e.g., the strain range partitioning method, are discussed. Finally, attention is given to maintenance, repair and life prediction of engine components. Emphasis is directed to the introduction of damage tolerance concepts to make a more economic use of inherently available component life than is presently done by the safe life philosphy.

N85-15739# Motoren- und Turbinen-Union Muenchen G.m.b.H. (West Germany). Materials Lab. COMPARISON BETWEEN THE PROPERTIES CONVENTIONAL WROUGHT AND POWDER METALLURGICAL ALLOYS FOR TURBINE DISC APPLICATIONS G. W. KOENIG In AGARD Eng. Cyclic Durability by Analysis and Testing 11 p (SEE N85-15733 07-07) Sep. 1984 refs Avail: NTIS HC A12/MF A01

Mechanical properties of powder-metallurgical nickel-base superalloys (e.g., U700PM; Rene 95) were evaluated in order to predict the behavior of advanced aero-engine discs in comparison with conventional wrought nickel-base (e.g., Waspaloy; IN 718) discs. The assessment includes tensile strength, crack initiation and propagation fatigue life as well as the influence of mean stress. Special emphasis was put on the question about the scatter in fatigue lives resulting from defects in the material (e.g., oxide inclusions) and on the surface (e.g., grooves). The tolerance with respect to these defects was estimated on the basis of fracture mechanics methods. The potential of advanced nickel-base superalloys with respect to static strength and fatigue life is superior to that of currently used conventional wrought disc materials. It is shown that the most important requirement for the use of this fatigue potential is a high quality standard which limits the maximum size of defects both in the material and on the surface. The now available knowledge of the variable influencing the reliability of disc materials enables an optimization to obtain improved service behavior. Furthermore, the strength and quality of materials as well as the manufacturing process can be fitted to the requirements of each type of component.

Societe Nationale d'Etude et de Construction de Moteurs d'Aviation, Evry Cedex (France). Lab. des Materiaux et

INCONEL 718 ALLOY RESISTANCE TO CRACK PROPAGATION [RESISTANCE A LA PROPAGATION DE FISSURES DE L'ALLIAGE INCONEL 718]

L. PORET, J. Y. GEUDOU, and A. PINEAU (Ecole des Mines de Paris) /n AGARD Eng. Cyclic Durability by Analysis and Testing 11 p (SEE N85-15733 07-07) Sep. 1984 refs In FRENCH Avail: NTIS HC A12/MF A01

Resistance to crack propagation was studied in different nuances of Inconel 718 at high temperatures (550 C to 650 C) in fatigue, creep, and fatigue creep. Tests were conducted in both vacuum and air. A notable sensitivity to the effect of holding time was observed. This sensitivity depends on the microstructure of the alloy (hydrocarbon distribution, grain size and shape, the presence or absence of Beta phase, cold hardening) as well as the effects of oxidation. Fundamental data relating to propagation velocity were applied to a test disk on which premature priming led to the production of a crack until rupture. A calculation of contraints using the finite element method, the use of curves obtained from tests on test pieces, in conditions representing influences on the test pieces, permitted accounting for experimental observations (number of propagation cycles determined by counting streaks).

Air Force Wright Aeronautical Labs., N85-15741# Wright-Patterson AFB, Ohio. CUMULATIVE DAMAGE MODELING OF FATIGUE CRACK GROWTH

J. M. LARSEN and T. NICHOLAS In AGARD Eng. Cyclic Durability by Analysis and Testing 15 p (SEE N85-15733 07-07) 1984 refs

Avail: NTIS HC A12/MF A01

Life predictions of turbine engine structural components utilize fracture mechanics principles to determine fatigue crack growth rates. Fatigue cracks grow under conditions of variable temperature, frequency, hold time, stress ratio, and stress level. At elevated temperatures, time dependent material behavior can play a significant role in the material behavior. Cumulative damage models must account for all these variables as well as interaction effects. The earliest modeling involved interaction schemes, and, primarily, time independent material behavior. More recent work focused on time dependence and creep fatigue interaction effects. A review of current modeling concepts and problems is presented.

N85-15742# National Aeronautical Establishment, Ottawa (Ontario). Structures and Materials Lab. PROBLEMS AND POSSIBILITIES FOR LIFE EXTENSION IN GAS TURBINE COMPONENTS

A. K. KOUL, W. WALLACE, and R. THAMBURAJ (Carleton Univ., Ottawa) In AGARD Eng. Cyclic Durability by Analysis and Testing 32 p (SEE N85-15733 07-07) Sep. 1984 refs Avail: NTIS HC A12/MF A01

Data showing the beneficial effects of hot isostatic processing on the stress rupture properties of new and service exposed Ni based superalloy turbine blades are presented. Creep design methods that are generally used to highlight the service induced degeneration effects are critically analyzed. A new life prediction method that systematically analyzes the creep degeneration effects with increasing service life is proposed. Results indicating the successful application of a damage tolerance based maintenance methodology in Canadian Forces J85 engine compressor and turbine discs are discussed. Possibilities of enhancing engine component durability through improved machining techniques and reheat treatments are also discussed. Author

N85-15743# Royal Aircraft Establishment, Farnborough (England). Materials and Engineering Research Div.

DISC FATIGUE LIFE PREDICTIONS FOR GAS TURBINE

W. J. EVANS, M. E. F. SMITH, and C. H. H. WILLIAMS

AGARD Eng. Cyclic Durability by Analysis and Testing 13 p (SEE N85-15733 07-07) Sep. 1984 rets Avail: NTIS HC A12/MF A01

Safe cyclic lives for discs in gas turbine engines were determined. The current procedures which are based on a tife-to-first-crack philosophy and, in Britain, require full scale component testing to establish a service safe life are reviewed. The limitations of this approach are highlighted. It is then suggested that an alternative method based on fatigue crack propagation should overcome some of the limitations. Before this alternative can be adopted, however, it is important to develop quantitative models for the types of crack that occur in engine discs. These cracks tend to be embedded, situated at stress concentration features and subjected to multiaxial stress fields. Some of the published work on such cracks is reviewed and the more relevant models detailed. An experimental program on the titanium alloy Ti-6-4 is then described in which the behavior of small cracks is evaluated for stress concentration features in bend specimens and model discs. R.S.F.

N85-15744*# National Aeronautics and Space Administration. Lewis Research Center, Cleveland, Ohio

ENGINE CYCLIC DURABILITY BY ANALYSIS AND MATERIAL

A. KAUFMAN and G. R. HALFORD In AGARD Eng. Cyclic Durability by Analysis and Testing 12 p (SEE N85-15733 07-07) Sep. 1984 refs Previously announced as N84-18683 Avail: NTIS HC A12/MF A01 CSCL 21E

The problem of calculating turbine engine component durability is addressed. Nonlinear, finite-element structural analyses, cyclic constitutive behavior models, and an advanced creep-fatigue life prediction method called strainrange partitioning were assessed for their applicability to the solution of durability problems in hot-section components of gas turbine engines. Three different component or subcomponent geometries are examined: a stress concentration in a turbine disk; a louver lip of a half-scale combustor linear, and a squealer tip of a first-stage high-pressure turbine blade. Cyclic structural analyses were performed for all three problems. The computed strain-temperature histories at the critical locations of the combustor linear and turbine blade components were imposed on smooth specimens in uniaxial, strain-controlled, thermomechanical fatigue tests of evaluate the structural and life analysis methods. Author

N85-15745# Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

PREDICTION AT HIGH TEMPERATURE UNDER MULTIAXIAL LOADING

G. CAILLETAUD and J. L. CHABOCHE In AGARD Eng. Cyclic Durability by Analysis and Testing (SEE N85-15733 07-07) Sep. Avail: NTIS HC A12/MF A01

The activities of ONERA concerning the life prediction of high temperature components are summarized. In the last few years, the viscoplastic finite element computer code EVPCYCL was developed which is suitable for any two-dimensional problem (plane stress or strain, axisymmetrical case). The code's main specificity is the choice of various possibilities concerning the consititutive equations: cyclic calculations can be made with kinematic and isotropic hardening, with the introduction of a memory effect, etc. Graphic post-processors are available as well as a life prediction program that takes into account creep and fatigue damage

Author

Brown Boveri Research Center, Baden N85-15746# (Switzerland)

EXPERIENCES WITH THE MATERIAL BEVAVIOUR AND HIGH TEMPERATURE LOW CYCLE FATIGUE LIFE PREDICTION OF THE IN 738 BLADING ALLOY

M. Y. NAZMY, H. WETTSTEIN, and A. WICKI (Brown, Boveri and Co. Ltd. Baden, Switzerland) In AGARD Eng. Cyclic Durability by Analysis and Testing 12 p (SEE N85-15733 07-07) Avail: NTIS HC A12/MF A01

The high temperature low cycle fatigue (HTLCF) behavior of the blading alloy IN 738 as studied in air at 850 C is studied. This aided in a basic understanding of the behavior of this alloy as well as the different methodologies used in life time prediction. Another part of the investigation was focused on the influence of different environmental effects on the (HTLCF) behavior. These environmental conditions were chosen to simulate as much as possible the actual conditions imposed on the gas turbine blades. Mainly sulfur containing environments were utilized for this Author

N85-15747# Rolls-Royce Ltd., Derby (England).
CYCLIC ENDURANCE TESTING OF THE RB211-22B CAST HP

TURBINE BLADE

J. S. PONSFORD and G. K. WADDINGTON In AGARD Eng. Cyclic Durability by Analysis and Testing 11 p (SEE N85-15733 Avail: NTIS HC A12/MF A01

During the design and development of a cast directionally solidified high pressure turbine blade for the Rolls-Royce RB211-22B engine, it was recognized that a method of proving the design beyond the normal endurance testing was required in order to simulate the total service life of the turbine blade. This led to the creation of the intensive cyclic endurance program.

The aim of the program was to prove that the new HP turbine blade was capable of achieving the design objective of a 10,000 hour service life. The objectives of the program the definition of the endurance cycles and the automation used in running the cyclic test are discussed. The modifications incorporated to ensure that testing was kept representative of the service environment are considered. The results of the program which demonstrated that the design objective would be achieved in airline service are included.

N85-15748# Air Force Wright Aeronautical Labs., Wright-Patterson AFB, Ohio. Turbine Engine Div.
VERIFICATION OF LIFE PREDICTION THROUGH COMPONENT TESTING

R. J. HILL In AGARD Eng. Cyclic Durability by Analysis and Testing 9 p (SEE N85-15733 07-07) Sep. 1984 Avail: NTIS HC A12/MF A01

A status on report on the results of current rig and component testing being conducted under the life assessment testing (LAT) approach to turbine engine durability validation is given. Focus is the combination of using material of reduced life capability and creatin conditions of higher stress to produce short-time failure for cost effective validation of the tools and rules of life prediction. The three components discussed are combustors, compressor disks and turbine blades.

N85-15749# Brown, Boveri und Cie, A.G., Mannheim (West Germany).

MECHANICAL ASPECTS OF HIGH TEMPERATURE COATINGS K. SCHNEIDER and H. W. GRUENLING In AGARD Eng. Cyclic Durability by Analysis and Testing 17 p (SEE N85-15733 07-07) Sep. 1984 refs

Avail: NTIS HC A12/MF A01

The strains that arise due to thermal expansion mismatch during the application of a coating are described. These strains cause cracks within a coating which reduce its ability to protect the base metal against a corrosion attack. The influence of the coating on the mechanical properties of the coated component is described. In general, a high temperature component is subjected to static loadings. The material undergoes creep, and in cyclic loadings. the component undergoes fatigue. In both cases a coating has some influence either through changes in the material properties due to a different heat treatment or through changes in the surface of a component due to the presence of the coating; hence a coating alters the conditions for crack initiation. From laboratory experience of high temperature coatings applied to gas turbine blades it can be shown that, depending on the type of coating and the method of application, the changes in materials might be positive, negative or negligible.

N85-15750# Societe Nationale d'Etudes et de Construction de Moteurs d'Aviation, Moissy-Cramayel (France).

CFM 56-2. OLIGOCYCLIC FATIGUE OF THE TURBOFAN DISK:
DIMENSIONNING AND TESTS FOR VERIFICATION AND
IMPROVEMENTS [CFM56-2 - FATIGUE OLIGOCYCLIQUE DU
DISQUE DE SOUFFLANTE: DIMENSIONNEMENT ET ESSAIS POUR LA VERIFICATION ET LES AMELIORATIONS

A. GUIBERT and G. HERMAN In AGARD Eng. Cyclic Durability by Analysis and Testing 13 p (SEE N85-15733 07-07) Sep. 1984 In FRENCH

Avail: NTIS 4C A12/MF A01

Among other components, SNECMA developed the turbofan disk as part of the CFM56-2 program. Analysis of constraints and associated verifications were included from the start of the program by using finite element analysis techniques as well as sophisticated verification tests (photoelasticity). An important part of the analysis of life durability consisted of an understanding of the behavior of the material (studies of test pieces) and in the preparation of large scale oligocyclic tests. Results obtained in the latter tests allowed ultimate verification and improvement before engine certification. The combination of results thus obtained coherently demonstrated the life durability of the turbofan disk.

Transl. by A.R.H.

N85-15751# Pratt and Whitney Aircraft Group, West Palm Beach, Fla. Engineering Div.

VIEW OF FUTURE REQUIREMENTS FOR ENGINE CYCLIC

DURABILITY BY ANALYSIS AND TESTING

T. E. FARMER In AGARD Eng. Cyclic Durability by Analysis and Testing 6 p (SEE N85-15733 07-07) Sep. 1984 refs

Avail: NTIS HC A12/MF A01

Future requirements of engine cyclic durability analysis and testing. These requirements must satisfy advancements in technology and configuration in a cost-effective manner. The importance are discussed of demonstrating engine durability is emphasized. It is essential that an integrated approach to durability verification be developed and involve component durability analysis, engine measured parameters, laboratory test and engine demonstrated capabilities. Automated analysis techniques must confidently relate test conditions to field operation; non-interference sensors and enhanced data acquisition systems are required for extended test periods; and engine testing must efficiently address sensitivities, operating limits and cyclic capabilities, Verified component durability prediction systems that are developed can reduce the number of required engine endurance tests. Through coordination of durability analysis, data acquisition and component demonstration testing, more complete knowledge of engine durability will be achieved in a cost-effective manner. B.W.

N86-24692# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

PROPULSION AND ENERGETICS PANEL WORKING GROUP 14 ON SUITABLE AVERAGING TECHNIQUES IN NON-UNIFORM INTERNAL FLOWS PANEL DE PROPULSION ET D'ENERGETIQUE GROUPE DE TRAVAIL 14 METHODES D'ESTABLISSEMENT DE CARACTERISTIQUES MOYENNES DANS LES ECOULEMENTS INTERNES HETEROGENES!

M. PIANKO, ed. and F. WAZELT, ed. (Technische Hochschule, Darmstadt, West Germany) Loughton, Eng 183 p refs In FRENCH; ENGLISH summary Loughton, England Aug. 1983 (AD-A133968; AGARD-AR-182(FR); ISBN-92-835-2110-2) Avail: NTIS HC A09/MF A01 CSCL 21E

The averaging techniques used for nonuniform internal flow of gas turbine systems, in which the actual flows are usually heterogeneous and three-dimensional was studied. The test analysis and performance prediction methods are based upon simple one-dimensional models. Current practices were reviewed and a theoretical analysis of the relations which may be correctly applied to steady flow was undertaken and known averaging methods were classified. Refinements to known methods and a new approach to averaging for use with engine components and propulsion system analysis are proposed. A variety of possible averaging techniques are identified and compared by preparing a number of sample calculations in ducted flows, turbojet components and a complete propulsion system. The merits and the limitations of the methods studied are outlined. One method is recommended for stagnation temperature averaging.

N86-25360# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). Structures and Materials

DAMAGE TOLERANCE CONCEPTS FOR CRITICAL ENGINE COMPONENTS

Loughton, England Oct. 1985 295 p refs Presented in San Antonio, Tex., 22-26 Apr. 1985 (AGARD-CP-393; ISBN-92-835-0380-5) Avail: NTIS HC A13/MF

A01

The proceedings of a specialist meeting called by the AGARD Structures and Materials Panel on damage tolerance concepts for critical engine components is presented. The meeting discussed the overall philosophy of damage tolerance as applied to aircraft engine parts, considered and refined the parameters important in DTC, reviewed specialist techniques needed for the support of DTC, and surveyed the prospects for and experiences of the implementation of DTC. For individual titles see N86-25361 through N86-25383.

N86-25361# Rolls-Royce Ltd., Derby (England). DAMAGE TOLERANCE CONCEPTS FOR CRITICAL ENGINE COMPONENTS

R. H. JEAL In AGARD Damage Tolerance Concepts for Critical Engine Components 12 p (SEE N86-25360 16-07) Oct. 1985

Avail: NTIS HC A13/MF A01

The cost of failures in gas turbines has always been so high. both in human and financial terms, that it has been recognized since the earliest days that the behavior of components had to be fully characterized before the engines were used in service. The integrity of the gas turbine has therefore always been based upon two separate phases of development. The first has been the basic design itself where, as well as ensuring that the individual components meet their basic mechanical purpose, the designer attempts to match his understanding of the operating conditions to his perception of the capability of material chosen. The second has been the development phase where the actual behavior of the component has been assessed either as part of an operating engine - bench engine testing or as an individual component - rig testing - under conditions which are related to those the engine is expected to see in service. The results of this work are then used, together with prior experience, to identify the critical components of the engine, those that prejudice the safety of the aircraft if they fail. The development of damage tolerance concepts is traced from the earliest days, the current situation is examined in light of design needs and available technology, and possible directions are examined.

N86-25362# Naval Air Propulsion Test Center, Trenton, N.J. Systems Development and Evaluation Group. ENGINE CYCLIC DURABILITY BY ANALYSIS AND TESTING:

HIGHLIGHTS OF THE SPRING 1984 PEP MEETING

A. A. MARTINO In AGARD Damage Tolerance Concepts for Critical Engine Components 13 p (SEE N86-25360 16-07) Oct. 1985 refs

Avail: NTIS HC A13/MF A01

Research on gas turbine engine development during the past decade in NATO nations has concentrated heavily on gaining better understanding of the relationship between material characteristics. failure mechanisms, structural analysis and validation testing for increased service life. Recognizing this intense interest and activity level the Propulsion and Energetics Panel (PEP) sponsored a specialists' meeting that surveyed the state-of-art technical areas related to improving engine life and considered the technical and economical problems and possibilities of advanced cyclic testing in the development of engines. Discussions focused on relationships between engine use and failure modes, accelerated mission testing (AMT) development, critical material characteristics, component life assessment methods, recent results of component and engine cyclic testing, and future requirements.

N86-25363# Air Force Systems Command, Wright-Patterson AFB,

DAMAGE TOLERANCE DESIGN CONCEPTS FOR MILITARY **ENGINES**

T. KING, W. D. COWIE, and W. H. REIMANN Damage Tolerance Concepts for Critical Engine Components 13 p (SEE N86-25360 16-07) Oct. 1985 refs Avail: NTIS HC A13/MF A01

The damage tolerance requirements that are applied to Air Force engine development programs are summarized. These requirements are an integral part of the Engine Structural Integrity Program (ENSIP). Application of damage tolerance requirements to existing inventory engines (F100 and TF34) has resulted in implementation of chhanced nondestructive evaluation methods at manufacturing and at field/depot. Experience has shown that these inspections have been successful in detecting early cracking and accelerating corrective actions. It has been highlighted that several development efforts in the last five years have identified FPI process improvements that must be implemented within industry and Air Force depots to improve flaw detection reliability. The need to quantify detection reliability for imbedded defects is also identified. The engine development process has been evolutionary in terms of application of upgraded requirements. The new process is contained in ENSIP. Recent experience clearly demonstrates that the damage tolerance requirement is cost effective when assessed on a life cycle basis.

N86-25364# Toronto Univ. (Ontario). Dept. of Mechanical Engineering.

PARAMETERS THAT INPUT TO APPLICATION OF DAMAGE TOLERANCE CONCEPTS TO CRITICAL ENGINE COMPONENTS

D. W. HOEPPNER In AGARD Damage Tolerance Concepts for Critical Engine Components 13 p (SEE N86-25360 16-07) Oct. 1985 refs

Avail: NTIS HC A13/MF A01

Numerous parameters affect the application of damage tolerance concepts to engine components. These parameters are reviewed in relation to overall integration of each parameter into the damage tolerance design methodology. Parameters such as initial crack size, defect level associated with the material and process, and model of the initial crack are discussed as related to nondestructive inspection and modelling the discontinuity within a framework such as generalized fracture mechanics. Subsequent to characterization of the initial discontinuity or heterogeneity (d.h), or the likelihood of forming one in the service cycle, it is necessary to evaluate the potential for growth of a (d,h). Factors that affect the growth of a discontinuity in engines are: material, manufacturing route, stress magnitude, stress state, (uniaxial, biaxial, triaxial), residual stress, temperature, loading waveform, frequency of loading, loading spectrum, chemical environment. Furthermore, material properties of importance are thresholds of growth, fatigue crack growth behavior, and toughness. Numerous synergisms such as creep fatigue, corrosion fatigue, and fretting fatigue occur and must be considered. Evaluation of these parameters is discussed, gaps are identified, and an overall plan to integrate these into a safety critical component design methodology is presented.

Author

N86-25365# Rolls-Royce Ltd., Derby (England). NDT Technology. LIMITATIONS OF MANUAL NDT SYSTEMS AND THE NO EYES CONCEPT

R. G. TAYLOR In AGARD Damage Tolerance Concepts for Critical Engine Components 9 p (SEE N86-25360 16-07) Oct. 1985 refs Previously announced as N86-14215 Avail: NTIS HC A13/MF A01

Defect tolerant design, particularly of aircraft components, and its links with nondestructive testing (NDT) are discussed. Engineering of the NDT technique, defect detection requirements, and human factors in the inspection cycle are considered.

Author

N86-25366# Royal Aircraft Establishment, Farnborough (England). Propulsion Dept.

THE ROLE OF THERMAL AND STRESS ANALYSES IN THE APPLICATION OF DAMAGE TOLERANT DESIGN

G. F. HARRISON and T. H. EDMUNDS (Rolls-Royce Ltd., Bristol, England) /n AGARD Damage Tolerance Concepts for Critical Engine Components 16 p (SEE N86-25360 16-07) Oct. 1985 refs

Avail: NTIS HC A13/MF A01

Some of the important factors affecting the accuracy of proven analysis techniques in support of a damage tolerant design methodology are illustrated. Temperature sensitivity analysis and the relevance of component geometry in controlling characterized material behavior into models suitable in stress analysis is demonstrated. Examples indentifying critical stresses and critical locations in typical engine discs are presented. The implementation of fracture mechanics analysis methods to these regions is discussed. Finally their relevance to damage tolerant design concepts is evaluated.

N86-25367# Minho Univ., Braga (Portugal).

DAMAGE TOLERANCE ACCEPTANCE METHODS IN STRUCTURAL COMPONENTS OF A MEDIUM CARBON STEEL AND A MEDIUM STRENGTH AL-MG ALLOY

C. M. BRANCO In AGARD Damage Tolerance Concepts for Critical Engine Components 16 p (SEE N86-25360 16-07) Oct. 1985 refs

Avail: NTIS HC A13/MF A01

A review of damage tolerance methodology is presented referring to main factors, parameters and computational procedure for the assessment of flaws in the structure in order to avoid fatigue failures. Flaw acceptance and fatigue design methods are

also reviewed and dicussed. Results of a defect tolerance study in cruciform welded joints of low and medium strength steels are presented. Theoretical defect tolerance curves relating initial flaw sizes, applied nominal stress, endurance and weld and plate geometry are obtained. The results are compared with some experimental data and also with the medium strength AI-Mg alloy 5083. COD and J integral data for this material is presented in the temperature range -120 C to 200 C.

N86-25368# Systems Research Labs., Inc., Dayton, Ohio. NDE Systems Div.

MANUFACTURING TECHNOLOGY FOR NONDESTRUCTIVE EVALUATION (NDE) SYSTEM TO IMPLEMENT RETIREMENT FOR CAUSE (RFC) PROCEDURES FOR GAS TURBINE ENGINE COMPONENTS

D. L. BIRX and D. G. DOOLIN In AGARD Damage Tolerance Concepts for Critical Engine Components 8 p (SEE N86-25360 16-07) Oct. 1985 refs
Avail: NTIS HC A13/MF A01

An automated NDE inspection system to detect surface flaws and inclusions in jet engine rotary parts was developed. The system implements the Air Force Retirement for Cause philosophy in which good, used engine parts are returned to service, and flawed components are retired for cause. Emphasis has thus been placed on improving current flaw detection and characterization techniques by using computer algorithms (removing the human decision process) and achieving basic inspection and predictive capabilities via automated eddy current and ultrasonic inspection techniques.

Author

N86-25369# National Aerospace Lab., Amsterdam (Netherlands).

AGARD COOPERATIVE TEST PROGAMME ON TITANIUM ALLOY ENGINE DISC MATERIAL

A. J. A. MOM and M. D. RAIZENNE (National Research Council of Canada, Ottawa, Ontario) In AGARD Damage Tolerance Concepts for Critical Engine Components 15 p (SEE N86-25360 16-07) Oct. 1985 refs

Avail: NTIS HC A13/MF A01

In recent years a strong interest in the application of damage tolerance techniques for lifing of gas turbine engine discs has developed. Before the damage tolerance approach can be safely implemented it requires sensitive and reliable crack detection techniques, operational loading information and improved knowledge of fatigue crack growth and fracture under service conditions. This latter aspect is the main subject of an international test program, in which a number of laboratories from North America and Europe participate under AGARD coordination. The first phase of the program is directed to test and specimen standardization and calibration of the different laboratories. The second phase will specifically address parameters relevant for real service operation like mission loading, sequence and dwell effects temperature, fatigue threshold, etc. The background and first phase of the program are discussed.

N86-25370# Cambridge Univ. (England). Dept. of Metallurgy and Materials Science.

ASPECTS OF SMALL CRACK GROWTH

M. N. JAMES and J. F. KNOTT In AGARD Damage Tolerance Concepts for Critical Engine Components 16 p (SEE N86-25360 16-07) Oct. 1985 refs Avail: NTIS HC A13/MF A01

The nature of small defects which occur in engineering components and structures, and their subsequent growth to a size detectable by nondestructive inspection techniques are discussed. Consideration is given to fundamental aspects such as the modifying influence of residual stresses and crack closure on the growth of small cracks. Possible differences between laboratory test data and in-service crack growth are highlighted. Practical aspects are illustrated with specific reference to the example of the safety-critical high pressure turbine disc of an aeroengine.

Autho

N86-25371# Royal Aircraft Establishment, Farnborough (England). Propulsion Dept.

CRACK GROWTH IN NEAR-ALPHA TITANIUM ALLOYS

C. R. GOSTELOW In AGARD Damage Tolerance Concepts for Critical Engine Components 5 p (SEE N86-25360 16-07) Oct. 1985 refs

Avail: NTIS HC A13/MF A01

Ever since the first gas turbine aero engine entered into service there has been pressure to develop more powerful yet more efficient and lightweight units. To this end manufacturers have endeavored to increase overall pressure ratios and maximum cycle temperatures while trying to limit engine size by using materials having higher strength-to-weight ratios and higher temperature capability. Two main material approaches were followed in order to help meet these requirements. These are the development of high strength, high temperature capability nickel base superalloys for extensive use in the turbine and the replacement of heavy steels and nickel alloys in the compressor by advanced lightweight titanium alloys. The latter approach was the driving force behind the development in the UK of a unique range of creep-resistant near-alpha titanium alloys suitable for use up to 600 C. A variety of parameters are described which can influence the crack growth characteristics of near-alpha titanium alloys, with particular reference to the UK alloy IMI685. The relevance of these laboratory data to actual engine operation is assessed. Author

N86-25372# Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

CRACK GROWTH, STRAIN AND DAMAGE MEASUREMENTS USING AN IMPROVED POTENTIAL DROP TECHNIQUE

H. POLICELLA, G. BAUDIN, and G. CAILLETAUD In AGARD Damage Tolerance Concepts for Critical Engine Components 9 p (SEE N86-25360 16-07) Oct. 1985 refs In FRENCH; ENGLISH summary

Avail: NTIS HC A13/MF A01

An improved version of the potential drop technique and its applications to crack length, strain and damage measurements is presented. The electronic device, developed at ONERA, which supplies the specimen with a pulsed current is described. Two types of applications are then presented. In the first type several tests were conducted on two dimensional cracked specimens, made of different materials at different temperatures. An extension of the method was also made to three dimensional crack fronts. The potential drop in an uncracked strained solid was the sum of three terms, respectively due to elastic strain, plastic strain and damage. Applications were performed on AISI 316 steel at room temperature, INCO 718 at 650 C and UN 100 at 900 C and 1000 C. The plastic strain and damage determined with the P.D. technique are then compared with the ones measured using others methods.

N86-25373# Fiat Research Center, Orbassano, Turin (Italy).
SMALL DEFECT CHARACTERIZATION IN POWDER
METALLURGY MATERIALS

S. R. FIORENTIN and H. WALTHER (Fiat Aviazione S.p.A., Turin, Italy) //n AGARD Damage Tolerance Concepts for Critical Engine Components 12 p (SEE N86-25360 16-07) Oct. 1985 refs Avail: NTIS HC A13/MF A01

Powder metallurgy nickel base superalloys are becoming important structural materials for the manufacturing of critical complex-shaped aircraft components (e.g. turbine disks). Since fatigue life is largely affected by the presence of defects, in order to extend the limit of application of PM materials as far as possible, the need is felt for a nondestructive technique capable of detecting defects of size down to approximately 50 micrometers. An ultrasonic technique is presented which allows the detection and characterization of such small defects. It is based on the analysis of the signals backscattered by the material lying in the focal region of a short pulse transducer. During a first overall inspection of the component a real time data processing allows both the detection of critical defects and the evaluation of average grain size. In successive local inspections, confined in the regions where inclusions have been detected, further information on their characteristics may be collected. Some experimental results obtained on powder metallurgy samples containing seeded inclusions are presented

N86-25374# Air Force Wright Aeronautical Labs., Wright-Patterson AFB, Ohio.

ADVANCED EXPERIMENTAL METHODS FOR MONITORING THE BEHAVIOR OF SMALL CRACKS

J. M. LARSEN In AGARD Damage Tolerance Concepts for Critical Engine Components 9 p (SEE N86-25360 16-07) Oct. 1985 refs

Avail: NTIS HC A13/MF A01

Two specialized techniques for monitoring the behavior of small fatigue cracks are discussed. The first of these is an automated photomicroscopic system that produces a permanent photographic record of the growth of small surface cracks. The system is automated by a microcomputer which controls fatigue testing and operates a 35 mm camera. Data are obtained for the growth of small cracks of approximate sizes ranging from 25 micrometers to fracture. The precision of the photographic measurements is approximately 1 micrometer for cracks of the order of 25 micrometers in length. In addition to the photographic technique, a unique Interferometric displacement gage (IDG) which monitors the crack mouth opening behavior of small surface cracks is discussed. The IDG measurements produce a complete record of applied load vs. crack opening displacement. load-displacement data are analyzed to determine effective crack length from compliance calibrations and to determine crack closure behavior. The capabilities of both the photomicroscopic and the interferometric techniques are discussed, and typical small crack data are presented.

N86-25375# TRW, Inc., Cleveland, Ohio.
MULTIAXIAL AND THERMOMECHANICAL FATIGUE
CONSIDERATIONS IN DAMAGE TOLERANT DESIGN

G. E. LEESE and R. C. BILL (Army Research and Technology Labs., Cleveland, Ohio) In AGARD Damage Tolerance Concepts for Critical Engine Components 17 p (SEE N86-25360 16-07) Oct. 1985 refs

Avail: NTIS HC A13/MF A01

In considering damage tolerant design concepts for gas turbine hot section components, several challenging concerns arise: Complex multiaxial loading situations are encountered; thermomechanical fatigue loading involving very wide temperature ranges is imposed on components; some hot section materials are extremely anisotropic; and coatings and environmental interactions play an important role in crack propagation. The effects of multiaxiality and thermomechanical fatigue are considered from the standpoint of their impact on damage tolerant design concepts. Recently obtained research results as well as results from the open literature are examined and their implications for damage tolerant design are discussed. Three important needs required to advance analytical capabilities in support of damage tolerant design become readily apparent: (1) a theoretical basis to account for effect of nonproportional loading (mechanical and mechanical/thermal); (2) the development of practical crack growth parameters that are applicable to thermomechanical fatigue situations; (3) the development of crack growth models that address multiple crack failures

N86-25376# Air Force Wright Aeronautical Labs., Wright-Patterson AFB, Ohio. Materials Lab.

ADVANCED QUANTITATIVE METHODS FOR NONDESTRUCTIVE EVALUATION
D. E. CHIMENTI and T. J. MORAN In AGARD Damage Tolerance Concepts for Critical Engine Components 17 p (SEE N86-25360 16-07) Oct. 1985 refs

Avail: NTIS HC A13/MF A01

Over the past decade and a half progress in nondestructive evaluation (NDE) methods which yield quantitative flaw information has been considerable and has sparked a revolution in the way industry and government view the capabilities and benefits of quality assurance or component integrity. Almost no NDE technique, new or established, is selected for research and development without examining its potential for providing accurate, quantitative defect information. Concurrent with this trend has been the increasing use of fracture mechanics in the design and life management of aircraft systems, placing in turn stringent requirements on quantitative nondestructive evaluation (QNDE). Nowhere are these demands heavier than in the case of advanced aircraft engine alloys where critical flaw sizes are measured in hundredths of an inch. Research in NDE, therefore, has concentrated on improving

07 AIRCRAFT PROPULSION AND POWER

defect sensitivity and reliability and providing the quantitative information essential to the new system maintenance philosphies, such as Retirement-for-Cause. In addition to the well known quantitative capabilities of standard techniques like radiography, dye penetrant, and in some cases, eddy current, developments in quantitative ultrasonics, eddy current, thermal wave techniques and exploitation of new medicial X-ray imaging methods offer alternatives with enhanced capabilities and possibly reduced cost. The state of the art in QNDE is discussed, as well as advanced methods currently in development.

N86-25377# Naval Air Development Center, Warminster, Pa. STATISTICAL ANALYSIS OF SPIN PIT FAILURE DATA TO PREDICT INSERVICE B.1 LIVES OF GAS TURBINE DISKS

R. MAHORTER, S. FOWLER, and J. SALVINO (Naval Air Propulsion Test Center, Trenton, N.J.) In AGARD Damage Tolerance Concepts for Critical Engine Components 15 p (SEE N86-25360 16-07) Oct. 1985 refs

Avail: NTIS HC A13/MF A01

Currently used analytical predictive methods for establishing gas turbine disk lives have basic limitations associated with stress, thermal, and mission analyses among other factors. The difference between predicted life and actual in-service life is usually not known since most parts are removed from service prior to crack formation. The Navy is developing a predictive method based on statistical analysis of data from parts run to crack initiation in spin pit testing. As part of this work, the minimum number of disks needed to establish a viable predictive method is determined. Although data from the small sample size (5) used has a great deal of statistical uncertainty, it appears that analytical predictions may be anti-conservative.

Author

N86-25378# Industrieanlagen-Betriebsgesellschaft m.b.H., Ottobrunn (West Germany).

FRACTURE MECHANICS AND LCF-PROPERTIES OF ENGINE DISCS OF TI 6AL-4V, INCONEL 718 AND UDIMET 700 P/M-HIP

W. SCHUETZ and R. HEIDENREICH In AGARD Damage Tolerance Concepts for Critical Engine Components 13 p (SEE N86-25360 16-07) Oct. 1985 refs

Avail: NTIS HC A13/MF A01

Over the last decade IABG has carried out a large number of tests on gas turbine materials to determine the materials data necessary for the conventional lifting approach, that is LCF data, including dwell time effects and some HCF data. The data necessary for a damage tolerance approach as well as crack propagation properties were also determined. These tests were done at room and typical service temperatures. The materials were Ti 6A1 4V, Inconel 718 and Udimet 700 P/M-HIP. The specimens were machined from a number of nominally identical compressor discs of Ti A16 V4, from compressor discs of Inconel 718 and from disc-shaped 'pancakes' of Udimet 700 P/M-HIP. Constant amplitude tests under strain control with unnotched specimens and under stress control with notched specimens were carried out, as well as a number or relatively simple variable amplitude tests.

N86-25379# Technische Univ., Munich (West Germany) Materials Lab.

EVALUATION OF CYCLIC SPIN PIT TESTS FOR THE DAMAGE TOLERANCE OF DISKS

H. HUFF and G. W. KOENIG In AGARD Damage Tolerance Concepts for Critical Engine Components 13 p (SEE N86-25360 16-07) Oct. 1985 refs
Avail: NTIS HC A13/MF A01

In order to determine the damage tolerance at critical areas of nickelbase engine disks (bore, eccentric hole, blade slot) the crack propagation behavior was investigated. The experiments include cyclic spin pit tests on disks and fracture mechanics tests on small crack specimens. The results of the spin pit tests are compared with the crack propagation behavior predicted by fracture mechanics. The tolerance of engine disks with respect to small crack-like defects is estimated and the potential of the crack propagation life for application in service is discussed. It was found that at low and intermediate temperatures the crack propagation life is sufficient to cover a substantial portion of the life required for disks. With increasing temperature the influence of time

dependent processes results in a very strong reduction of the defect tolerance. Author

N86-25380# National Aerospace Lab., Amsterdam (Netherlands).
TURBISTAN: A STANDARD LOAD SEQUENCE FOR AIRCRAFT ENGINE DISCS

A. J. A. MOM, W. J. EVANS (Royal Aircraft Establishment, Farnborough, England), and A. A. TENHAVE In AGARD Damage Tolerance Concepts for Critical Engine Components 12 p (SEE N86-25360 16-07) Oct. 1985 refs
Avail: NTIS HC A13/MF A01

The development of TURBISTAN is a joint international effort to derive a loading standard representative for fighter aircraft engine disc usage. A representative loading standard offers considerable potential advantages over the present zero-max type of loading used for disc material evaluation. This is because the standard incorporates the effects of subcycles, their number, magnitude and sequence, which are known to seriously affect disc life and for which current life prediction techniques only partly account. Therefore usage of the standard in fatigue tests provides an improved evaluation of material properties, structural details, fabrication techniques, surface quality and life prediction. The compilation of operational flight data is described along with their analysis and the the generation of a preliminary TURBISTAN sequence for 'cold' compressor discs. The sequence contains about 8000 cycles which represent 100 flights. In addition, the background and philosophy of a material testing program meant to assess the effectiveness of the standard and to explore the validity of the assumptions made in its derivation is described.

Author

N86-25381# Rolls-Royce Ltd., Derby (England).
AN ANALYSIS OF RIG TEST DISC FAILURES

G. ASQUITH In AGARD Damage Tolerance Concepts for Critical Engine Components 10 p (SEE N86-25360 16-07) Oct. 1985 refs

Avail: NTIS HC A13/MF A01

A major objective in gas turbine engineering is the design and manufacture of discs that are reliable in service. Much depends on the accurate prediction of safe total lives and inspection intervals. Accurate predictions come from a complete understanding of material behavior involving experimentation, interpretation and quantification, for which a balanced program of laboratory specimen and full sized disc evaluation is required. Cyclic testing of full size discs is essential, this allows each disc to do its own 'Monte Carlo' evaluation of the large number of variables that affect the final result. Where life can be predicted entirely by linear elastic fracture mechanics some simplification can be introduced; this encourages studies in the quantification of short crack propagation behavior.

N86-25362# National Aerospace Lab., Amsterdam (Netherlands).

CONTRIBUTION OF TURBINE BLADE SERVICE FAILURES TO A DAMAGE TOLERANCE APPROACH

R. J. H. WANHILL and A. J. A. MOM In AGARD Damage Tolerance Concepts for Critical Engine Components 13 p (SEE N86-25360 16-07) Oct. 1985 refs

Modified repair of uprated first stage turbine blades from large turbofans was followed by several fatigue failures in service. The failure mode was low and high cycle fatigue starting at leading edge cooling holes. Fractographic and metallographic analysis indicated that insufficient thickness of the leading edge walls was a primary cause of failure. A more comprehensive investigation by the engine manufacturer showed that other parameters besides leading edge wall thickness could be primary causes of failure, namely the leading edge and serpentine airflows and the backflow margin. Relative life reduction factors based on combinations of all four parameters were estimated for many failed, cracked and nominally undamaged blades. Then it became possible to reject blades with unacceptable life reduction factors both before and after repair. This is effectively a life-on-condition damage tolerance approach to blade use.

N86-25383# National Research Council of Canada, Ottawa (Ontario)

PRACTICAL EXPERIENCE WITH DAMAGE TOLERANCE BASED LIFE EXTENTION OF TURBINE ENGINE COMPONENTS

A. K. KOUL, R. THAMBURAJ (Carleton Univ., Ottawa, Ontario), M. D. RAIZENNE, W. WALLACE, and M. C. DEMALHERBE In AGARD Damage Tolerance Concepts for Critical Engine Components 9 p (SEE N86-25360 16-07) Oct. 1985 refs
Avail: NTIS HC A13/MF A01

A detailed experimental and statistical analysis carried out to determine the risks and benefit of implementing a damage tolerance based lifing procedure for the General Electric J85-CAN40 engine is described. This is a post-facto investigation, using components of this engine retired by the Canadian Forces and the data available regarding these used parts. The emphasis is on the 5th stage compressor disk, which is one of the most crack prone components of this engine. A number of procedures were demonstrated by which the safe life and the safe inspection interval for this component can be calculated reliably. The possibility of improving the existing lifing procedure through a damage tolerance approach. and the limitations of the damage tolerance approach are discussed on the basis of experimental observations and information available from field experience

N86-29823# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). Propulsion and Energetics Panel.

HEAT TRANSFER AND COOLING IN GAS TURBINES

Loughton, England Sep. 1985 528 p In ENGLISH and FRENCH Symposium held in Bergen, Norway, 6-10 May 1985 (AGARD-CP-390; ISBN-92-835-0378-3) Avail: NTIS HC A23/MF

Heat transfer and cooling in gas turbines is one of the crucial fields in the quest for higher performance as well as life and reliability. The purpose of this symposium was to bring together experts from industry, research establishments and universities to discuss fundamental and applied heat transfer problems relevant to gas turbines and to exchange practical experience gained in component and engine development and testing. The symposium focussed on turbine blade cooling including the interaction of cooling and aerodynamics. Furthermore, heat transfer in compressors and combustion systems as well as heat exchangers was covered. Emphasis was also placed on heat transfer modeling, experimental techniques, and test facilities. For individual titles see N86-29824 through N86-29862.

N86-29824# Arizona State Univ., Tempe. Dept. of Mechanical and Aerospace Engineering.

COOLING TECHNIQUES FOR GAS TURBINE AIRFOILS: A

D. E. METZGER In AGARD Heat Transfer and Cooling in Gas Turbines 13 p (SEE N86-29823 21-07) Sep. 1985 Avail: NTIS HC A23/MF A01

A brief general background discussion of turbine heat transfer and cooling with compressor discharge air is given. Specific reference is made to a selection of current research areas for gas turbine engine cooling, including blade tip heat transfer, heat transfer in serpentine passages, multiple jet array impingement, heat transfer in pin fin arrays, disk heat transfer, and film cooling. An overview of various experimental methods used to acquire heat transfer data is also given, with an emphasis on newer methods used to acquire detailed local convection heat transfer Author

N86-29825# Rolls-Royce Ltd., Bristol (England). Turbine Research and Methods.

ROTATING HEAT TRANSFER INVESTIGATIONS ON A **MULTI-PASS COOLING GEOMETRY**

R. J. CLIFFORD In AGARD Heat Transfer and Cooling in Gas Turbines 12 p (SEE N86-29823 21-07) Sep. 1985 Avail: NTIS HC A23/MF A01

The effect of rotation on the heat transfer in a complex 3D multi-pass turbine blade cooling geometry is reviewed. The test rig, the experimental technique and the initial results are discussed in detail. Basic checks at zero rotational speed showed good agreement with data obtained earlier on this model using an alternative transient technique. Rotation was shown to have a significant effect on the heat transfer distribution (+ or - 30%) which when averaged over the gas washed surfaces showed a reduction to 90% of the static value. The effect of these changes on the blade predicted metal temperatures and lives are also reviewed. Investigations are continuing to fully evaluate the implications of both Coriolis and buoyancy effects on the heat transfer distributions in these complex 3D geometries.

N86-29826# Hull Univ. (England). Dept. of Engineering Design and Manufacture.

LOCAL AND MEAN HEAT TRANSFER ON THE LEADING AND TRAILING SURFACES OF A SQUARE-SECTIONED DUCT ROTATING IN THE ORTHOGONAL-MODE
W. D. MORRIS and S. P. HARASGAMA (Royal Aircraft

Establishment, Farnborough (England).; In AGARD Heat Transfer and Cooling in Gas Turbines 12 p (SEE N86-29823 21-07) Sep.

Avail: NTIS HC A23/MF A01

The results of an experimental study of local and mean heat transfer over the leading and trailing surfaces of a square-sectioned duct which is constrained to rotate about an axis perpendicular to the main direction of through flow are described. Both radially outward and inward coolant flow conditions are considered. Physical arguments are discussed which explain the data trends found in terms of Coriolis-induced secondary flows and rotational buoyancy and these trends are compared with the corresponding problem in circular-sectioned tubes. Author

N86-29827# Pratt and Whitney Aircraft of Canada Ltd., Longueuil

PRESSURE DROP AND HEAT TRANSFER CHARACTERISTICS OF CIRCULAR AND OBLONG LOW ASPECT RATIO PIN FINS S. C. ARORA and W. A. MESSEH In AGARD Heat Transfer and Cooling in Gas Turbines 15 p (SEE N86-29823 21-07) Sep.

Avail: NTIS HC A23/MF A01

The pressure drop and heat transfer characteristics of circular and oblong pin fins of height-to-diameter ratio of unity used to augment internal cooling of gas turbine airfoils are presented. Data were obtained for an array of 10 rows of staggered pin fins in a 25:1 aspect ratio channel, with both pins and channel endwalls forming the heat transfer surface. Results show that the array average friction factor increases with increasing blockage caused by different arrangement of pin fin geometries in the channel. The local heat transfer coefficient increases up to the 3rd row of pin fins and decreases thereafter. Oblong pin fins with gamma 90 deg (major axis parallel to the direction of flow) result in higher heat transfer rates and lower friction factor than the circular pin fins. For other orientations, oblong pin fins do not offer any advantage over circular pin fins for Re or 20,000 (typical of small gas turbine engines).

Von Karman Inst. for Fluid Dynamics,

Rhode-Saint-Genese (Belgium)

EXTERNAL HEAT TRANSFER STUDY ON A HP TURBINE ROTOR BLADE

G. GRAHAM (Rolls-Royce Ltd., Bristol ARTS and C. (England).) In AGARD Heat Transfer and Cooling in Gas Turbines 12 p (SEE N86-29823 21-07) Sep. 1985 Avail: NTIS HC A23/MF A01

An experimental investigation of the effects of Mach number, Reynolds numbers and free stream turbulence intensity on the heat transfer performance of a high pressure gas turbine rotor blade in a stationary linear cascade arrangement is described This study was undertaken in the von Karman Institute short duration isentropic compression tube facility. The tests were performed for outlet Mach numbers ranging between 0.7 and 1, whereas the outlet Reynolds number was varied between 500,000 and 1,500,000; free stream turbulence levels between 1% and nearly 8% were considered. The experimental results were compared with boundary layer predictions provided by a finite difference program (STAN5), which solves the simplified, two dimensional, steady Navier-Stokes equations.

N86-29829# Karlsruhe Univ. (West Germany). Lehrstuhl und Inst. fuer Thermische Stroemungsmach

EFFECTS OF WAKES ON THE HEAT TRANSFER IN GAS TURBINE CASCADES

S. WITTIG, A. SCHULZ, H. J. BAUER, and K. H. SILL In AGARD Heat Transfer and Cooling in Gas Turbines 13 p (SEE N86-29823 21-07) Sep. 1985 Avail: NTIS HC A23/MF A01

The interaction between consecutive blade rows can be expected to have important effects on the heat transfer in cooled gas turbine cascades. In the present study, the influence of the wake from a blade profile - traversed in front of a cooled gas turbine cascade in planes with varying distances from the leading edge - on the local heat transfer coefficient along the suction and pressure side has been analyzed. The investigation is part of a research program to develop experimentally verified numerical codes for heat transfer calculations. With the aid of a finite element program, the local heat transfer coefficients along the cooled blades are derived from surface and coolant temperature measurements. It is shown that in addition to the axial distances the orientation of the wake with respect to the leading edge is of dominant influence. In particular, the measurements demonstrate with increasing free stream turbulence levels a rapid rise of the heat transfer rate along the pressure surface as well as in the stagnation region. The laminar-turbulent transition is relocated towards the leading edge along the suction surface. The measurements are compared with those derived from flows with grid-produced turbulence. In general, slower transition behaviour is observed than foundwith numerical codes.

N86-29830# Oxford Univ. (England). Dept. of Engineering

WAKE-PASSING IN A TURBINE ROTOR CASCADE

D. J. DOORLY, M. L. G. OLDFIELD, and C. T. J. SCRIVENER (Rolls-Royce Ltd., Derby, England) /n AGARD Heat Transfer and Cooling in Gas Turbines 18 p (SEE N86-29823 21-07) Sep.

Avail: NTIS HC A23/MF A01

A technique for generating realistic wakes upstream of a stationary turbine blade cascade at full scale Mach numbers and Reynolds numbers is described. High speed Schlieren photographs showing the development of the wake flow through the cascade are presented, together with unique high speed measurements of the fluctuations of the surface heat transfer rate as the nozzle guide vane (NGV) wakes pass over the rotor blade surface. Combining the flow visualization results with the unsteady heat transfer measurements reveals the radically different nature of the boundary layer transition caused by wake passing, an understanding of which will be essential for the development of improved prediction techniques.

N86-29831# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Cologne (West Germany). Antriebstechnik

EFFECTS OF HOLE GEOMETRY, WALL CURVATURE AND PRESSURE GRADIENT ON FILM COOLING DOWNSTREAM OF A SINGLE ROW

H. KRUSE In AGARD Heat Transfer and Cooling in Gas Turbines 13 p (SEE N86-29823 21-07) Sep. 1985

Avail: NTIS HC A23/MF A01

Film cooling with injection through a single row of discrete circular holes is a 3-dimensional process which becomes more and more 2-dimensional with downstream distance from the injection site. In order to develop and verify prediction methods experimental investigations within the mixing region downstream of the coolant injection were undertaken. The measurements discussed in this paper were carried out using simple film cooled models at a mainstream temperature of about 100 C and a coolant temperature of about 30 C. Coolant distributions on the adiabatic wall, adiabatic wall effectiveness and heat transfer coefficients affected by blowing are presented. The blowing parameter was varied from 0.5 to 2 and the pitch to diameter ratio was varied from 1.5 to 5 with a constant hole diameter of 2 mm. Injection angles of 10 deg., 45 deg. and 90 deg. are covered. A flexible wall was used to produce zero, favorable and adverse pressure gradients along the flat plate.

N86-29832# Sussex Univ., Brighton (England).
EFFECTS OF SURFACE ROUGHNESS ON HEAT TRANSFER TO GAS TURBINE BLADES

A. B. TURNER, F. H. A. TARADA, and F. J. BAYLEY In AGARD Heat Transfer and Cooling in Gas Turbines 10 p (SEE N86-29823 21-07) Sep. 1985

Avail: NTIS HC A23/MF A01

A brief, preliminary sample of results of an investigation into the effect of surface roughness on heat transfer to gas turbine blades is presented. Only the kind of roughness due to the accretion of dirt or dust is considered and this has been simulated in cascade flow by attaching various grades of abrasive powders to the blade surface with a water soluble adhesive. A significant increase in heat is reported particularly with high free stream turbulent levels. Roughness on the pressure surface alone is shown to increase the overall heat transfer without any corresponding increase in profile loss.

N86-29833# Oxford Univ. (England). Dept. of Engineering

THE EFFECT OF DENSITY RATIO ON THE FILM-COOLING OF A FLAT PLATE

C. J. P. FORTH, P. J. LOFTUS, and T. V. JONES In AGARD Heat Transfer and Cooling in Gas Turbines 12 p (SEE N86-29823 21-07) Sep. 1985

Avail: NTIS HC A23/MF A01

The effect of varying the ratio of coolant-to-freestream density on the film-cooling process is illustrated. This effect is of great importance since most design data has been acquired at temperature ratios and hence density ratios far removed from those occurring in modern gas turbines. There is no consensus at present on how to scale this data to engine conditions. Experimental data is presented for heat transfer downstream from a single row of 30 degree-inclined film-cooling holes, obtained for air at a wide range of gas-to-coolant temperature ratios. These results exhibit a marked effect of density ratio. Scaling is discussed, and good collapse of data is achieved in the two regimes identified, characterised by weak and strong blowing. Conditions representative of the turbine environment are created using an isentropic light piston tunnel: the Mach number M = 0.55, and the unit Reynolds number Re/m = 2.7 x 10(5)/m. The experiments are unique in that they simulate the gas-to-coolant and gas-to-wall temperature ratios typical of those in gas turbines, producing density ratios hiterto only attained in experiments employing foreign gas

N86-29834# Societe Nationale d'Etudes et de Construction de Moteurs d'Aviation, Moissy-Cramayel (France). Etudes Generales

STUDIES OF HEAT TRANSFER ON THE BASE OF TURBINE NOZZLES WITH AND WITHOUT FILM COOLING (ETUDES DES TRANSFERTS THERMIQUES SUR LES PLATES-FORMES DE DISTRIBUTEUR DE TURBINE AVEC ET SANS FILM DE REFROIDISSEMENT

A. E. BOUIGUIGNON In AGARD Heat Transfer and Cooling in Gas Turbines 9 p (SEE N86-29823 21-07) Sep. 1985 FRENCH

Avail: NTIS HC A23/MF A01

The severity of the aerothermal environment of high-pressure nozzles in modern engines requires base cooling using techniques similar to those used for guide vanes, i.e., convection, films etc. These experiments measure the exchange coefficients for several bases of different configurations, and which show variations in the film cooling structure; measurement of the characteristics of the flow in the vicinity of the wall is also done. This document presents the analysis of the results obtained, compared with the predicted results. The correlations deduced from this analysis show a general method of determining the thermal transfer coefficients for air injection cooling.

N86-29835# Rolls-Royce Ltd., Derby (England). Mechanical

SHROUD SEGMENTS FOR UNSHROUDED BLADE TURBINES R. S. ATTWOOD In AGARD Heat Transfer and Cooling in Gas Turbines 14 p (SEE N86-29823 21-07) Sep. 1985 Avail: NTIS HC A23/MF A01

For hot and high speed turbines it is desirable to use blades without tip shrouds, which are an embarrassment from the point

of view of centrifugal weight and cooling. The static shroud segments are then exposed to very severe thermal conditions. It is difficult to design shroud segments which will survive these conditions without demanding so much cooling air that the specific fuel consumption advantage of the shroudless blade is completely absorbed. The problem involves two parameters: cooling requirements and integrity. Therefore, for a variety of possible segment section design concepts, the fundamental relationships which control the cooling requirements are examined. The second part of the paper explains the decision to evaluate experimentally the integrity of section of designs, and a description and technical justification of the chosen test technique, which overcomes the heat-transfer compromises involved in testing at amospheric pressure.

N86-29836# Brown, Boveri und Cie, A.G., Baden (Switzerland).
ENGINE TESTS ON A COOLED GAS TURBINE STAGE
H. J. GRAF In AGARD Heat Transfer and Cooling in Gas Turbines

H. J. GHAF // AGARD heat transfer and cooling in Gas furbines 16 p (SEE N86-29823 21-07). Sep. 1985 Avail. NTIS HC A23/MF A01

A new cooling system was designed for the 45 MW gas turbine type 8. Extensive tests were carried out in a new power station to verify the reliability of the cooled components. Wall temperatures were measured using thermocouples, thermal paints and pyrometers. Cooling air temperature, pressure and mass flow measurements allowed a detailed analysis of the first stage under operating conditions. The results and comparisons with design calculations are presented. The applicability and accuracy of the three measuring techniques are discussed.

N86-29837# Westinghouse Canada, Inc., Hamilton (Ontario).
HEAT TRANSFER TEST EVALUATION OF THE SHELL-SPAR
BLADE COOLING CONCEPT APPLIED TO INDUSTRIAL GAS
TURBINES

G. P. BUTT and W. E. NORTH (Westinghouse Electric Corp., Concordville, Pa.) In AGARD Heat Transfer and Cooling in Gas Turbines 17 p (SEE N86-29823 21-07) Sep. 1985
Avair NTIS HC A23/MF A01

A series of heat transfer experiments to verify the theoretical prediction techniques adopted for the design of shell-spar cooled turbine vanes and blades is described. Tests were performed on flat plate specimens representing a wide range of channel geometries. Each specimen was installed in one wall of a test section downstream of a combustor which was run at various operating temperatures. A recommended design approach was formulated from analysing the results. The potential of shell-spar cooling applied to industrial gas turbines is discussed.

N86-29838# Calspan Advanced Technology Center, Buffalo, N.Y. Physical Sciences Dept.

HEAT-FLUX MEASUREMENTS AND ANALYSIS FOR A ROTATING TURBINE STAGE

M. G. DUNN In AGARD Heat Transfer and Cooling in Gas Turbines 13 p (SEE N86-29823 21-07) Sep. 1985 Avail: NTIS HC A23/MF A01

A measurement and analysis program is descirbed which utilizes: (1) a Garrett TFE 731-2 high-pressure turbine stage and (2) a Garrett low aspect ratio turbine (LART) stage. The major emphasis of this program has been placed on obtaining accurate measurements of heat-flux distributions in the full-scale rotating turbine stage. The experimental technique being used is the short-duration, shock-tunriel approach, in which fast-response, thin-film thermometers are used to measure the surface temperature histories at prescribed positions on the various component parts. Heat flux values are then inferred from these temperature histories using standard data reduction procedures. A summary and discussion of the TFE 731-2 high pressure turbine results with particular emphasis on nozzle guide vane (NGV) tip endwall data not previously reported are provided. A significantly more brief discussion of the LART stage instrumentation is also included. In addition, a summary discussion of the experimental technique and the associated instrumentation is included. Author N86-29839# Karlsruhe Univ. (West Germany). Inst. fuer Hydromechanik.

CALCULATION OF LAMINAR-TURBULENT BOUNDARY LAYER TRANSITION ON TURBINE BLADES

W. RODI and G. SCHEUERER (Erlangen-Nuremberg Univ. (West Germany).) In AGARD Heat Tranfer and Cooling in Gas Turbines 13 p (SEE N86-29823 21-07) Sep. 1985 Avail: NTIS HC A23/MF A01

Calculations are presented for the flow development and heat transfer in transitional two-dimensional boundary layers of relevance to turbine blades. They were obtained with the Patankar-Spalding finite difference program, using a low Reynolds number version of the k-epsilon turbulence model for simulating the turbulent transport. For the higher free-stream turbulence levels prevailing in gas turbines (say above 1%), the model is capable of simulating the physical transition mechanism which is governed by the transport of the turbulent fluctuations from the free stream into the laminar boundary layer. The calculation examples comprise a variety of flat-plate boundary layers with various favorable and adverse pressure gradients as well as various levels of free-stream turbulence, and a simulation of the boundary layer development of an experimentally investigated turbine blade. The calculations are compared with measurements in each case (mainly the distribution of heat transfer coefficients). The agreement is generally good, but the model has a tendency to predict a somewhat faster transition than was observed in the experiments.

N86-29840# Purdue Univ., West Lafayette, Ind. School of Mechanical Engineering.

A MODEL FOR CORRELATING FLAT PLATE FILM COOLING EFFECTIVENESS FOR ROWS OF ROUND HOLES

M. R. LECUYER and F. O. SOECHTING (Pratt and Whitney Aircraft. West Palm Beach, Fla.) In AGARD Heat Transfer and Cooling in Gas Turbines 12 p (SEE N86-29823 21-07) Sep. 1985 Avail: NTIS HC A23/MF A01

An effective method of cooling, that has found widespread application in aircraft gas turbines, is the injection of a film of cooling air through holes into the hot mainstream gas to provide a buffer layer between the hot gas and the airfoil surface. Film cooling has been extensively investigated and the results have been reported in the literature. However, there is no generalized method reported in the literature to predict the film cooling performance as influenced by the major variables. A generalized film cooling correlation has been developed, utilizing data reported in the literature, for constant velocity and flat plate boundary layer development. This work provides a basic understanding of the complex interaction of the major variables effecting film cooling performance.

N86-29841# Instituto Superior Tecnico, Lisbon (Portugal). Dept. of Mechanical Engineering.

COMPUTATION OF THERMAL RADIATION FOR GAS TURBINE CONDITIONS

M. G. CARVALHO, D. F. G. DURAO, and F. C. LOCKWOOD (Imperial Coll. of Science and Technology, London (England).) In AGARD Heat Transfer and Cooling in Gas Turbines 7 p (SEE N86-29823 21-07) Sep. 1985

Avail: NTIS HC A23/MF A01

The prediction of the fluid flow, combustion and heat release processes in a 'can' combustion chamber of a gas turbine is addressed. A three-dimensional numerical solution technique is used to solve the governing time-average partial differential equations and the physical modelling for the turbulence, combustion and thermal radiation. The thermal radiation modelling is emphasized in this paper. The implications of neglecting radiative heat transfer in gas turbine combustion chamber calculations are explored and discussed.

N86-29842# Sussex Univ., Brighton (England). Thermo-Fluid Mechanics Research Centre.

PREDICTION OF TRANSIENT TEMPERATURES FOR AN AIR-COOLED ROTATING DISC

C. A. LONG and J. M. OWEN In AGARD Heat Transfer and Cooling in Gas Turbines 14 p (SEE N86-29823 21-07) Sep. 1985

Avail: NTIS HC A23/MF A01

The numerical solution of Fourier's conduction equation is used to compute the transient temperature distribution in a rotating disc.

07 AIRCRAFT PROPULSION AND POWER

The convective boundary conditions for the disc surfaces are based on simple formulae obtained from the solutions of the boundary-layer equations, and the computed surface temperatures are compared with measurements made on a rotating-disc rig. Free-disc tests, at rotational Reynolds numbers up to Re sub phi = 2.5 x 10(6), are used to provide a datum from which to judge the numerical method. Although the numerical solution tends to overestimate the cooling rate of the heated free disc at high Reynolds numbers, the agreement between computed and measured temperatures is considered reasonable. Rotating-cavity tests, in which a heated disc is cooled by a radial outflow of air, are used to examine the suitability of the simple convective boundary conditions. As the computed temperatures show reasonable agreement with the measured values, it is suggested that the proposed formulae for convection in a rotating cavity might be useful for design purposes.

N86-29843# Norges Tekniske Hoegskole, Trondheim. Dept. of Engineering Thermodynamics.

HEAT TRANSFER IN GAS TURBINE COMBUSTORS: A DISCUSSION OF MATHEMATICAL MODELING OF COMBUSTION, HEAT AND MASS TRANSFER WITH EMPHASIS ON HEAT TRANSFER IN GAS TURBINE COMBUSTORS

B. F. MAGNUSSEN /// AGARD Heat Transfer and Cooling in

B. F. MAGNUSSEN In AGARD Heat Transfer and Cooling in Gas Turbines 17 p (SEE N86-29823 21-07) Sep. 1985 Avail: NTIS HC A23/MF A01

Heat transfer problems in gas turbine combustors are addressed with particular emphasis given to the treatment of heat generation in the combustor. The heat is generated through chemical reactions that take place when reactants are mixed at molecular scale at sufficient high temperature. It is known that the microscale processes which are decisive for the molecular mixing as well as the dissipation of turbulence energy into heat are severely intermittent, i.e. concentrated into isolated regions whose entire volume is only a small fraction of the volume of the fluid. The paper reviews the eddy dissipation concept (EDC) for chemical reactions in turbulent flow developed by Magnussen. The EDC is a reactor concept which is unique in that it takes into account the intermittent behavior of the small scale structures on the chemical reactions. Both fast and slow chemical reactions can be treated simultaneously. Flame stabilization, extinction and ignition characteristics, as well as blow-off, turbulent flame propagation velocities and reaction rates are discussed in relation to the EDC. Computations of heat transfer rates to the walls taking into a account the cooling effect of the secondary air are demonstrated. The physical implications of the various sub-models are

N86-29844# Trent Polytechnic, Nottingham (England). Dept. of Mechanical Engineering. EFFECTIVENESS MEASUREMENTS FOR A COOLING FILM

DISRUPTED BY A SINGLE JET WITH WALL PLUNGING

B. L. BUTTON /n AGARD Heat Transfer and Cooling in Gas

B. L. BUTTON //n AGARID Heat Transfer and Cooling in Gas Turbines 10 p (SEE N86-29823 21-07) Sep. 1985
Avail: NTIS HC A23/MF A01

Experimental measurements of the effectiveness downstream of a slot airflow with the jet airflow normal to the wall were performed in a wind tunnel. The separate and combined effects of the slot and jet airflows with and without wall plunging on the effectiveness and flow characteristics are presented over a range of slot and jet airflow conditions relevant to gas turbine combustors. The slot consisted of three rows of holes inclined at 10 degrees to the main airflow. The jet center line was positioned one, two and three diameters downstream from the slot exit. The jet diameter corresponded to five slot heights. Three wall plunge heights were used and corresponded to: 02, 0.4 and 12 jet diameters. The main airflow was constant at a Mach number of 0.05 and various combinations of the slot mass velocity ratio (0.5, 1.0 and 1.5) with the jet mass velocity ratio (0.5, 1.0 and 2.0) were tested. The effectiveness measurements covered an area eight jet diameters downstream of the slot exit by four jet diameters laterally. The results show that the major interactions between the three airflows occur downstream of the jet center line in a small region about three diameters long and two diameters wide. In general, such interactions reduce the effectiveness by up to forty percent when compared to the values with no jet injection. The combined and the separate effectiveness of the slot airflow and of the jet airflow are presented.

N86-29845# Detroit Diesel Allison, Indianapolis, Ind.
ALTERNATE COOLING CONFIGURATIONS FOR GAS TURBINE
COMBUSTION SYSTEMS

D. A. NEALY, S. B. REIDER, and H. C. MONGIA In AGARD Heat Transfer and Cooling in Gas Turbines 15 p (SEE N86-29823 21-07) Sep. 1985

Avail: NTIS HC A23/MF A01

Work aimed at the synthesis, characterization, and evaluation of several alternate types of advanced wall cooling schemes is reviewed -- specifically, film-convection cooling, laminated porous wall cooling, and angled, multihole (effusion) cooling. The concept definition, heat transfer performance characterization, and design problems associated with each basic concept are reviewed, and relevant rig and engine experience cited. A brief assessment of the structural limitations of the several cooling schemes is also made, together with a review of the key materials and fabrication considerations.

M.G.

N86-29846# Leeds Univ. (England). Dept. of Fuel and Energy. FULL COVERAGE IMPINGEMENT HEAT TRANSFER: THE VARIATION IN PITCH TO DIAMETER RATIO AT A CONSTANT GAPP

G. E. ANDREWS, A. A. ASERE, C. I. HUSSAIN, and M. C. MKPADI In AGARD Heat Transfer and Cooling in Gas Turbines 13 p (SEE N86-29823 21-07) Sep. 1985
Avail: NTIS HC A23/MF A01

Impingement heat transfer is widely used in turbine blade cooling and is becoming more common in combustion chamber wall cooling. For the latter application, geometries that give impingement cooling of large surface areas are required. The geometrical requirements of full coverage heat transfer for combustion chamber cooling are outlined. A series of hole sizes, D, are investigated at a constant pitch, X, and constant impingement gap Z. The usual practice of keeping Z/D constant as X/D has been varied and has been rejected as unrealistic. Design considerations limit practical values of Z to a fairly narrow range of 2-12 mm and it is shown that over this range, Z, has no influence on the impingement heat transfer. The application of the present type of heat transfer correlation to the prediction of impingement cooling chambers is considered. Measured wall temperature data is presented for an impingement/effusion wall cooling geometry. The heating of the impingement plate by the impingement jets being deflected backwards is identified an as area where no heat transfer correlations exist. At low coolant flow rates the temperature rise of the impingement air as it passes through the impingement plate is significant and unless it is taken into account the impingement cooling effectiveness will be overpredicted.

N86-29847# Societe Nationale d'Etudes et de Construction de Moteurs d'Aviation, Moissy-Cramayel (France). Centre de Villaroche

COOLING TECHNIQUES FOR TURBOJET PRE-HEATER CHANNELS (TECHNIQUES DE FROIDISSEMENT DES CANAUX DE RECHAUFFE DES TURBOREACTEURS)

M. DESAULTY, P. TROULLOT, and S. COUTOR In AGARD Heat Transfer and Cooling in Gas Turbines 11 p (SEE N86-29823 21-07) Sep. 1985 In FRENCH Avail: NTIS HC A23/MF A01

Increases in the performance of turbojets with pre-heating are dependent upon technological research in the area of protection of the wall in pre-heater channels. The procedures used to cool the thermal protection jackets have undergone important improvements which have optimized performance, reduced weight and improved cooling efficiency. This report presents a comparison of the thermal protection jackets for several SNECMA engines, as well as the principal stages of development for the jacket from the design stages through static engines tests. M.G.

N86-29848# Oxford Univ. (England). Dept. of Engineering Science

THE MEASUREMENT OF LOCAL HEAT TRANSFER COEFFICIENTS IN BLADE COOLING GEOMETRIES
P. T. IRELAND and T. V. JONES In AGARD Heat Transfer and

P. T. IRELAND and T. V. JONES In AGARD Heat Transfer and Cooling in Gas Turbines 8 p (SEE N86-29823 21-07) Sep. 1985

Avail: NTIS HC A23/MF A01

An account is given of the experimental technique employed in measuring heat transfer coefficients in blade cooling passages.

A hot air flow is suddenly started through a perspex model of the blade cooling passage. The surface temperature of the model is monitored during this time and the internal heat transfer coefficient deduced from this temperature history. Thin and thick walled models are employed and the surface temperature measured using liquid crystal thermochromic indicators. The analysis for the interpretation of the experimental results is given together with the experimental precautions required for the measurement. The use of liquid crystals in this form of transient experiment is discussed. A study of the detailed heat transfer distribution around pedestals and other heat transfer enhancement devices is also described. These devices are tested at approximately x 100 scale in order to obtain the required detail and full scale Reynolds number is simulated.

N86-29849# Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

AN OPTICAL PYROMETER TO MEASURE TURBINE BLADE SURFACE TEMPERATURE

M. CHARPENEL and J. WILHEM In AGARD Heat Transfer and Cooling in Gas Turbines 10 p (SEE N86-29823 21-07) Sep. 1985 In FRENCH; ENGLISH summary

Avail: NTIS HC A23/MF A01

The development of a cooled infrared pyrometric probe, with a high spatial and temporal resolving power, made it possible to establish by pyrometric methods surface temperature charts of the mobile blades of a turbine. The use of a sensor with a 1 sec time constant yields a resulting power on the blade surface of the order of 2 sq mm. This sensor is cooled at -40 C, which ensures a good detectivity and temperature measurements above 450 C A water cooled metallic tube, ending by a right angle deflecting prism, makes up the light guide of the pyrometer and can be inserted between the various turbine stages. The probe has been designed to withstand the pressure and temperature conditions prevailing in the turbine blade test section, and was subjected without damage to 20 bar and 2100 K. The use of this pyrometer with the expermental turbine specially designed for qualifying new blade cooling methods has shown that pyrometry involves difficulties connected to: the non-zero blade reflection coefficient (emissivity lower than 1); and the gas radiation due to the gases The above difficulties were analyzed and solutions were proposed: in particular a correcting program for the temperatures was perfected which takes into account the blade to blade mutual

N86-29850# Massachusetts Inst. of Tech., Cambridge.
HIGH FREQUENCY RESPONSE HEAT FLUX GAUGE FOR
METAL BLADING

A. H. EPSTEIN, G. R. GUENETTE, R. J. G. NORTON (Rolls-Royce, Inc., Atlanta, Ga.), and C. YUZHANG (Beijing Inst. of Aeronautics and Astronautics (China).) In AGARD Heat Transfer and Cooling in Gas Turbines 16 p (SEE N86-29823 21-07) Sep. 1985
Avail: NTIS HC A23/MF A01

Double-sided, high frequency response heat flux gauge technology developed specifically for use on metal turbine blading in short duration turbine test facilities is described in detail. The gauges consist of a metal film (1500A) resistance thermometer sputtered on both sides of a thin (25 micron) polyamide sheet. This sheet, containing 25 gauges, is then adhesively bonded (and completely covers) the airfoil surface. The temperature difference across the polyamide is a direct measure of the heat flux at low frequencies, while a quasi-1D analysis is used to infer the high frequency heat flux from the upper surface temperature history. The design criteria, construction and application techniques, and calibration procedures are discussed in detail. Sample measurements in a high pressure turbine are presented. Author

N86-29851# Royal Aircraft Establishment, Farnborough (England)

THE ISENTROPIC LIGHT PISTON ANNULAR CASCADE FACILITY AT RAE PYESTOCK

A. J. BROOKS, D. E. COLBOURNE, E. T. WEDLAKE, T. V. JONES (Oxford Univ. (England).), M. L. G. OLDFIELD, D. L. SCHULTZ, and P. J. LOFTUS (Maryland Univ. College Park.) //n. AGARD Heat Transfer and Cooling in Gas Turbines. 23 p. (SEE. N86-29823 21-07). Sep. 1985.

Avail: NTIS HC A23/MF A01

An accurate assessment of heat transfer rates to turbine vanes and blades is an important aspect of efficient cooling system design and component life prediction in gas turbines. Techniques have been developed at Oxford University which permit such measurements to be obtained in test rigs which provide short duration steady flow through a turbine cascade. The temperature ratio between the gas stream and the turbine correctly models that found in an engine environment. Reynolds number and Mach numaber can be varied over a wide range to match engine conditions. The design, construction and operation of a new facility at Royal Aircraft Establishment (RAE) Pyestock, incorporating these techniques, is described. Heat transfer and aerodynamic measurements have been made on airfoil surfaces and endwalls of a fully annular cascade of nozzle guide vanes. These results are discussed and compared with those obtained from the same profile in 2-D cascade tests, and with computed 3-D flow predictions. Author

N86-29852# Instituto Superior Tecnico, Lisbon (Portugal) Dept. of Mechanical Engineering.

MEASUREMENTS OF FLUCTUATING GAS TEMPERATURES USING COMPENSATED FINE WIRE THERMOCOUPLES

M. N. R. NINA and G. P. PITA. In AGARD Heat transfer and Cooling in Gas Turbines. 10 p (SEE N86-29823 21-07). Sep. 1985.

Avail: NTIS HC A23/MF A01

Thermocouples with three different wire diameters (15, 40 and 50 microns) were used in association with an analog compensation circuit connected to a data acquisition system. Measurements of the time constant were performed using two different heating techniques; Joule effect and external heating by laser beam. The thermocouples were used to quantify the fluctuating temperature field in a hot air jet and in a premixed propane flame. In the reacting case the catalytic effect was evaluated by companing coated and uncoated wires. Conclusions were also obtained regarding frequency spectra, temperature probability distribution function and time constant.

Author.

N86-29853# Air Force Wright Aeronautical Labs .
Wright-Patterson AFB, Ohio. Aero Propulsion Lab
TWO SPOT LASER VELOCIMETER MEASUREMENTS OF

VELOCITY AND TURBULENCE INTENSITY IN SHOCK TUBE DRIVEN TURBINE FLOWS

R. B. RIVIR, W. C. ELROD (Air Force inst of Tech. Wright-Patterson AFB, Ohio.), and M. G. DUNN (Calspan Advanced Technology Center, Buffalo, N.Y.) In AGARD Heat Transfer and Cooling in Gas Turbines 12 p (SEE N86-29823 21-07) Sep. 1985

Avail: NTIS HC A23/MF A01

Full-scale rotating turbine heat transfer tests are discussed. The turbine is driven by a shock tube of short duration. Heat transfer distributions are measured during the test by thin film surface gages on the various component parts. Direct measurement of the velocity and turbulence intensity is needed to accurately compute the heat transfer for comparison with the measured values. An investigation to determine if measurements of velocity and turbulence intensity could be obtained with a two-spot laser relocimeter in the turbine for these short duration shock driven flows was undertaken. Two seed materials were investigated with satisfactory results; propylene glycol and Dow 200. The velocimeter was initially set up on a low-pressure-ratio shock tube which could be cycled quickly to determine the seeding requirements. The velocimeter was transferred to the high-pressure, full-scale turbine after successful measurements in the low-pressure shock tube.

N86-29854# Office National d'Etudes et de Recherches Aeronautiques, Paris (France).

TIP CLEARANCE MEASUREMENT IN INFLUENCE AND TURBOMACHINES

J. PAULON In AGARD Heat Transfer and Cooling in Gas Turbines 8 p (SEE N86-29823 21-07) Sep. 1985 In FRENCH; ENGLISH

Avail: NTIS HC A23/MF A01

The clearance between the tip of the blades and the casing of a turbomachine is an important parameter. The performances of an engine are strongly subject to tip clearance. These gap effects are illustrated and numbered through some examples. Then, it would be desirable to control it permanently and to adjust the temperature of the casing in order to operate in optimum conditions. To this effect, a capacitive transducer is in development at ONERA and good results have been obtained in comparison with other devices

N86-29855# Office National d'Etudes et de Recherches Aeronautiques, Paris (France).

SIMULATION OF FLOW AND HEAT TRANSFER IN ANNULAR CAVITIES BETWEEN DISKS IN TURBOMACHINERY

D. DUTOYA In AGARD Heat Transfer and Cooling in Gas Turbines 14 p (SEE N86-29823 21-07) Sep. 1985 In FRENCH; ENGLISH summarv

Avail: NTIS HC A23/MF A01

The first developments of a numerical code for the prediction of flow and heat transfer within the annular cavities extending between the rotating and stationary disks of turbomachines are discussed. A short description of the numerical method and of the turbulence model used is presented and a few examples of calculations performed in simple flow configurations are shown: acoustics within cavities, some turbulent flows with singular heat losses, and flow calculations in shrouded disk systems with or without radial outflow. Comparison with published experimental data allows one to measure the qualities and limits of the chosen turbulent model. Author

N86-29856# Motoren- und Turbinen-Union Muenchen G.m.b.H.

TRANSIENT THERMAL BEHAVIOUR OF A COMPRESSOR ROTOR WITH VENTILATION: TEST RESULTS UNDER SIMULATED ENGINE CONDITIONS

E. REILE, U. RADONS, and D. K. HENNECKE. In AGARD Heat Transfer and Cooling in Gas Turbines 9 p (SEE N86-29823 21-07) Sep. 1985

Avail: NTIS HC A23/MF A01

The development of advanced compressors for modern aero-engines requires detailed knowledge of the transient thermal behavior of the rotor disks to enable accurate prediction of rotor life and, additionally, of the thermal growth of the rotor for the evaluation of tip clearances. In the quest for longer life and higher reliability of the parts as well as reduced clearances even at transient conditions, the designer has to be able to influence the thermal behavior of the rotor A very effective way is to vent small amounts of air through the rotor cavities. The design of such a vented rotor is presented. The main emphasis is placed on a detailed description of a test rig specially built for this purpose The testing was carried out under simulated engine conditions for a wide range of parameters. The results are compared with those obtained with a theoretical model derived from fundamental tests at the University of Sussex, where heat transfer in rotating cavities is investigated. Good agreement is observed. Some final tests were done in an engine. The results also exhibit good agreement with the rig results under simulated conditions, when the proper dimensionless parameters are considered, providing the validity of the simulation.

N86-29857# Instituto Superior Tecnico, Lisbon (Portugal). Dept of Mechanical Engineering.
HEAT EXCHANGERS IN REGENERATIVE GAS TURBINE

CYCLES

M. N. R. NINA and M. P. N. AGUAS In AGARD Heat Transfer and Cooling in Gas Turbines 8 p (SEE N86-29823 21-07) Sep. 1985

Avail: NTIS HC A23/MF A01

Advances in compact heat exchanger design and fabrication together with fuel cost rises continuously improve the attractability of regenerative gas turbine helicopter engines. In this study cycle parameters aiming at reduced specific fuel consumption and increased payload or mission range, have been optimized together with heat exchanger type and size. The discussion is based on a typical mission for an attack helicopter in the 900 kw power class. A range of heat exchangers is studied to define the most favorable geometry in terms of lower fuel consumption and minimum engine plus fuel weight. Heat exchanger volume, frontal area ratio and pressure drop effect on cycle efficiency are considered.

N86-29858# Office National d'Etudes et de Recherches Aeronautiques, Paris (France).
CERAMIC HEAT EXCHANGERS FOR GAS TURBINES OR

TURBOJET ENGINES

S. BOUDIGUES and J. FABRI In AGARD Heat Transfer and Cooling in Gas Turbines 14 p (SEE N86-29823 21-07) 1985 In FRENCH; ENGLISH summary Avail: NTIS HC A23/MF A01

Heat exchangers made of steel and placed downstream of the last turbine of a turbojet engine or any gas turbine are too heavy and too cumbersome. With a heat exchanger made of silicon carbide mass, performance, volume and cost balances which greatly benefit civilian or military use can be obtained. Silicon carbide has good thermal performance and makes it possible to situate the heat exchanger between turbine stages. Both the pressure of cold and hot gases are thus increased, the heat exchange processes are amplified, the length and the diameter of the exchanger are reduced. With the density of this material being only 3.2, the overall mass of the exchanger is considerably reduced. It is also possible to shortcut part of the cold air, and thus obtain a controlling parameter. A kind of after burner effect is obtained, although a single combustor is used, and the corresponding thermodynamic process has a higher efficiency than the after burning process.

N86-29859# Technische Univ., Aachen (West Germany). Inst. for Jet Propulsion and Turbomachinery.

FFECT OF FILM COOLING ON THE AERODYNAMIC PERFORMANCE OF A TURBINE CASCADE

O. KOELLEN and W. KOSCHEL In AGARD Heat Transfer and Cooling in Gas Turbines 16 p (SEE N86-29823 21-07) Sep. 1985

Avail: NTIS HCA23/MF A01

The aerodynamic performance of a film cooled turbine cascade for a typical design with multiple rows of cooling holes was investigated in an annular cascade rig with air at room temperature. The work was concentrated on the individual effect of the injection row position on the aerodynamic cascade losses and on the downstream flow field. For six different single row configurations the tests were conducted in a wide range of varying coolant mass flow rates and main stream Mach numbers. Typical results of these measurements are presented and discussed. Three models for the aerodynamic loss prediction based on different theoretical approaches, which are known from literature, were examined and improved. The presented two mixing layer models take into account the penetration of the injected cooling air into the main stream, whereas the third model predicts flow losses by a boundary layer calculation with film cooling air injection. Some tests with flow visualization by Schlieren photography were carried out showing the mixing effects of the injected coolant flow. Finally results of the predicted performance are compared with the experimental

N86-29860# Ecole Centrale de Lyon (France). Lab. de Mecanique

THEORY AND EXPERIMENTAL STUDY OF A 3-D JET INTRODUCED INTO THE SECONDARY FLOW OF A TURBINE INLET GUIDE VANE (ETUDE EXPERIMENTALE ET THEORIQUE DUN JET TRIDIMENSIONNEL INTRODUIT LECOULEMENT SEONDAIRE DUNE GREILLE DISTRIBUTRICE DE TURBINE!

A. ONVANI, C. OLLIVIER, F. BARIO, and F. LEBOEUF In AGARD Heat Transfer and Cooling in Gas Turbines 18 p (SEE N86-29823 21-07) Sep. 1985 In FRENCH; ENGLISH summary Avail: NTIS HC A23/MF A01

The interaction effects between a jet introduced from the side wall and the 3-D secondary flow of a turbine inlet guide vane are defined. Only aerodynamical effects are studied. The trajectory,

08

AIRCRAFT STABILITY AND CONTROL

Includes aircraft handling qualities; piloting; flight controls; and autopilots.

N83-22215# Advisory Group for Aerospace Research and

Development, Neuilly-Sur-Seine (France).
RECENT TRANSONIC FLUTTER INVESTIGATION FOR WINGS AND EXTERNAL STORES

Jan. 1983 66 p refs Meeting held in Toronto, Sep. 1982 (AD-A128162; ISBN-92-835-1443-2; AGARD-R-703) Avail: NTIS HC A04/MF A01

Recent activities in the areas of aeroelasticity, subsonic flutter and transonic flutter are described. Results achieved in developing an adaptive flutter-suppression are described. Wind tunnel test results on aeroelastic wing models with external stores are discussed. For individual titles, see N83-22216 through N83-22219.

N83-22216# National Aeronautical Establishment, Ottawa (Ontario). High Speed Aerodynamics Lab.
A CANADIAN APPROACH TO FLUTTER CLEARANCE FOR

B. H. K. LEE and J. H. GOODEY (Canadair Limited) In AGARD Recent Transonic Flutter Invest. for Wings and External Stores 20 p (SEE N83-22215 12-08) Jan. 1983 refs Avail: NTIS HC A04/MF A01

The Canadian capability in flutter clearance of military aircraft carrying underwing stores is reviewed. The flight test facilities and procedures, on-line analogue and post-flight digital data analysis, and analytical flutter model are described. Some results for the LAU-5003/A rocket launchers carrying C14 rockets armed with Mk I warheads are presented. Frequencies and damping values obtained from strip derivatives and doublet lattice aerodynamics methods used in the flutter computational code are discussed. Experimental results from on-line and post-flight analyses are compared for one aircraft/store configuration.

Author

N83-22217# Messerschmitt-Boelkow G.m.b.H., Munich (West Germany). Unternehemensbereich Flugzeuge.
FLUTTER INVESTIGATIONS IN THE TRANSONIC FLOW

REGIME FOR A FIGHTER TYPE AIRCRAFT
W. LUBER and H. SCHMID In AGARD Recent Transonic Flutter
Invest. for Wings and External Stores 14 p (SEE N83-22215
12-08) Jan. 1983 refs

Avail: NTIS HC A04/MF A01

EXTERNAL STORES

A correction method for subsonic potential airforces especially for the transonic flow regime is proposed. The airforces are corrected by modifying the theoretical pressure coefficients locally with measured static pressure slopes. Trends of transonic airloads and moments with reduced frequency, Mach number and mean static incidence are given. The application of corrected airforces in flutter calculations is described, and its effect on flutter behavior is analyzed. It could be confirmed by analysis that the aerodynamic damping of the most important low-frequency vibration modes is reduced by aerodynamic transonic effects, which was indicated by flight flutter test results.

Author

N83-22218*# National Aeronautics and Space Administration. Langley Research Center, Hampton, Va.

FLUTTER AND STEADY/UNSTEADY AERODYNAMIC CHARACTERISTICS OF SUPERCRITICAL AND CONVENTIONAL TRAISPORT WINGS

W. F. GROSSER (Lockheed-Georgia Co.), R. T. BRITT (Lockheed-Georgia Co.), C. B. CHILDS (Lockheed-Georgia Co.), O. J. CROOKS (Lockheed-Georgia Co.), and F. W. CAZIER, JR. In AGARD Recent Transonic Flutter Invest. for Wings and External Stores 14 p (SEE N83-22215 12-08) Jan. 1983 refs Avail: NTIS HC A04/MF A01 CSCL 01C

This paper presents the technical details and results of a high-speed wind-turnel test program of an aeroelastic cantilevered transport type wing with two pylon-mounted engines. The tests were conducted in the NASA-Langley 16-foot Transonic Dynamic tunnel (TDT) during December 1981. Flutter of identical planforms,

velocity and characteristic lengths of the jet are determined. The experimental work gives the measurements of pressure and velocity. The measurement of an intermittence coefficient with a hot wire allows also the definition of the trajectory and the shape of the jet. Experimental results show that the jet trajectory is weakly influenced by yaw angle of the hole for the ratio of momentum quantities used. Theoretical prediction is done with the help of an integral calculation method based on the use of continuity and Navier-Stokes equations averaged on the transverse section of the jet. The streamwise vorticity generated in the jet and predicted with a transport equation, and the introduction of a sink effect allow the computation of the induced transverse velocities. Experimental results and calculated quantities are in a good agreement.

N86-29861# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Goettingen (West Germany). Inst. fuer Experimentelle Stroemungsmechanik.

AERODYNAMIC EFFECT OF COOLANT EJECTION IN THE REAR PART OF TRANSONIC ROTOR BLADES

F. H. KOST and A. T. HOLMES (Rolls-Royce Ltd., Bristol, England) /n AGARD Heat transfer and Cooling in Gas Turbines 12 p (SEE N86-29823 21-07) Sep. 1985 Avail: NTIS HC A23/MF A01

An investigation of transonic turbine blades designed by Rolls-Royce/Bristol concerning the aerodynamic penalties of coolant flow for two alternative cooling configurations is discussed. Rolls-Royce designed a blade with a thick trailing edge where the coolant is ejected through slots in the trailing edge and a second blade with a thin trailing edge where coolant is ejected through a row of holes on the pressure side and a row of holes on the suction side. Tests were performed in a plane cascade wind tunnel. The results indicate the sensitivity of the blade performance to cooling configuration and coolant flow rate. By combining measured data from blade surface and wake traverses it was possible to separate the various loss mechanisms. Therefore, the separate losses due to the momentum of the coolant, change of base pressure, and change of blade friction could be determined quantitatively as a function of coolant flow rate.

M.G.

N86-29862# Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt, Brunswick (West Germany). Inst. for Design Aerodynamics.

THE BOUNDARY LAYER BEHAVIOUR OF AN ADVANCED GAS TURBINE ROTOR BLADE UNDER THE INFLUENCE OF SIMULATED FILM COOLING

R. KIOCK, H. HOHEISEL, H. J. DIETRICHS (Motoren- und Turbinen-Union Muenchen G.m.b.H. (West Germany).), and A. T. HOLMES (Rolls-Royce Ltd., Bristol (England).) /n AGARD Heat Transfer and Cooling in Gas Turbines 19 p (SEE N86-29823 21-07) Sep. 1985

Avail: NTIS HC A23/MF A01

The aerodynamic properties of highly loaded turbine blades are strongly influenced by local supersonic flow fields and cooling air ejection. The boundary layer interaction with shock waves and simulated cooling flows was examined in a cascade wind tunnel by means of boundary layer and wake traverses and pressure distribution measurements as well as by the application of Schlieren locations. Air was ejected through holes and slots at different locations of the blade contour. Special emphasis was put on magnitude and direction of the local jet velocity in case of multiple cooling operation. The characteristics of the blade without and with different cooling configurations were determined. The results show the effects of air ejection on boundary layer transition and shock configurations.

AIRCRAFT STABILITY AND CONTROL

mass properties, and stiffness. The test parameters included different values of model stiffness and wing loading at various angles of attack. The models were instrumented at span-wise wing stations to determine bending and torsion deflections and vertical accelerations. At two model wing stations, pressure transducers were distributed along the chord to record static and unsteady oscillatory pressures during the approach to and onset of flutter. This paper presents the test program with results of the flutter characteristics and selected steady and unsteady aerodynamic data for both airfoils at different angles of attack for various Mach numbers and dynamic pressures.

N83-22219"# National Aeronautics and Space Administration. Langley Research Center, Hampton, Va. ADAPTIVE FLUTTER SUPPRESSION, ANALYSIS AND TEST

E. H. JOHNSON (Northrop Corp.), C. HWANG (Northrop Corp.), D. S. JOSHI (Northrop Corp.), C. A. HARVEY (Honeywell, Inc.), L. T. HUTTSELL (AFWAL), and M. G. FARMER In AGARD Recent Transonic Flutter Invest. for Wings and External Stores 12 p (SEE N83-22215 12-08) Jan. 1983 refs Avail: NTIS HC A04/MF A01 CSCL 01C

Methods of adaptive control have been applied to suppress a potentially violent flutter condition of a half-span model of a lightweight figher aircraft. This marked the confluence of several technologies with active flutter suppression, digital control and adaptive control theory the primary contributors. The control algorithm was required to adapt both to slowly varying changes, corresponding to changes in the flight condition or fuel loading and to rapid changes, corresponding to a store release or the transition from a stable to an unstable flight condition. The development of the adaptive control methods was followed by a simulation and checkout of the complete system and a wind tunnel demonstration. As part of the test, a store was released from the model wing tip, transforming the model abruptly from a stable configuration to a violent flutter condition. The adaptive algorithm recognized the unstable nature of the resulting configuration and implemented a stabilizing control law in a fraction of a second. The algorithm was also shown to provide system stability over a range of wind tunnel Mach numbers and dynamic pressures

Author

N83-34956# Hydraulic Research Textron, Washington, D.C.

Aircraft Technology.
TECHNICAL EVALUATION REPORT ON THE GUIDANCE AND CONTROL PANEL 35TH SYMPOSIUM ON ADVANCES IN GUIDANCE AND CONTROL SYSTEMS

H. A. REDIESS Jul. 1983 17 p

(AGARD-AR-195; ISBN-92-835-1456-4; AD-A132855) Avail: NTIS HC A02/MF A01

Highlights of papers and discussions on the use of emerging technologies in guidance and control systems are presented. Topics covered include: (1) applications of control theory; (2) design concepts; (3) system design; (4) systems synthesis - simulation and validation; and (5) recent systems experience. A.R.H.

N84-10082# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

SPECIAL COURSE ON AERODYNAMIC CHARACTERISTICS OF

CONTROLS Jul. 1983 254 p refs Course held in Rhode-Saint-Genese.

Belgium, 21-25 Mar, 1983 (AGARD-R-711; ISBN-92-835-1457-2; AD-A133950) Avail: NTIS HC A12/MF A01

The aerodynamic characteristics of aircraft control surfaces and methods for theoretical and experimental analysis of those characteristics are discussed. Direct force controls, device actuation, and unsteady and oscillatory controls are addressed. Some consideration is also given to missile controls. For individual titles, see N84-10083 through N84-10092.

N84-10083# London Univ. (England). Dept. of Aeronautical Engineering

INTRODUCTORY REMARKS AND REVIEW OF 1979 SYMPOSIUM

A. D. YOUNG In AGARD Spec. Course on Aerodyn. Characteristics of Controls 7 p (SEE N84-10082 01-08) 1983 refs Avail: NTIS HC A12/MF A01

A brief historical review of aircraft controls is given. The impact of recent technological development, novel controls, and the status of predictive theories and experimental techniques are also

N84-10084# Thomas (H. H. B. M.), Farnborough (England) THE AERODYNAMICS OF AIRCRAFT CONTROL: A GENERAL THE CONTEXT OF ACTIVE CONTROL TECHNOLOGY

H. H. B. M. THOMAS In AGARD Spec. Course on Aerodyn. Characteristics of Controls 40 p (SEE N84-10082 01-08)

Avail: NTIS HC A12/MF A01

The introduction of active control technology into the design of aircraft was accompanied by the use of additional control devices or motivators and an expansion in the uses to which existing motivators are put, either individually or in combination with each other or one of the novel forms of control. A general survey is made of the different properties such as maximum control powers, effectiveness generally, and to some extent the actuating moments as is an assessment of their relative importance in different contexts. The present data base available to the aircraft designer from different sources is examined in some detail with particular attention to identifying the direct and indirect effects. Particular emphasis is placed on the efficiency of the motivator at extreme flight conditions, characterized by high angle of attack and high subsonic speeds.

N84-10085# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Brunswick (West Germany). Design-Aerodynamics.

MATHEMATICAL MODELLING AND THEORETICAL METHODS FOR THE AERODYNAMIC BEHAVIOUR OF CONTROL DEVICES

H. KORNER In AGARD Spec. Course on Aerodyn. Characteristics of Controls 23 p (SEE N84-10082 01-08) Jul. 1983 refs Avail: NTIS HC A12/MF A01

A survey of the theoretical aerodynamic aspects of control devices is given. This is done for subsonic, transonic and supersonic attached flow; some comments on separated flow are also given. The basic flow equations are introduced and various calculation methods based on these equations are reviewed. This is followed by a comparison between theoretical and experimental results. Author

N84-10086# London Univ. (England). Dept. of Aeronautical

DYNAMIC EFFECTS OF CONTROLS

G. J. HANCOCK In AGARD Spec. Course on Aerodyn. Characteristics of Controls 19 p (SEE N84-10082 01-08)

Avail: NTIS HC A12/MF A01

Some of the background concepts and methods underlying the interface of aerodynamics and dynamics are outlined. The topics discussed include: (1) qualitative descriptions of the unsteady aerodynamic characteristics associated with the movement of control surfaces (trailing edge controls, leading edge controls, spoilers) at various Mach numbers; (2) a summary of the methods of prediction of unsteady control surface aerodynamics; (3) a preliminary indication of comparisons between results from theory and experiment; (4) the concept of aerodynamic derivatives; and (5) the interface between aerodynamics and dynamics.

N84-10087# Royal Aircraft Establishment, Bedford (England). Aerodynamics Deot.

EXPERIMENTAL METHODS TO DETERMINE CONTROL EFFECTIVENESS IN WIND TUNNELS
D. G. MABEY In AGARD Spec. Course on Aerodyn.

D. G. MABEY In AGARD Spec. Course on Aerodyn. Characteristics of Controls 18 p (SEE N84-10082 01-08) Jul. 1983 refs

Avail: NTIS HC A12/MF A01

The methods used to determine control effectiveness in wind tunnels are reviewed using illustrative examples. Major experimental difficulties are enumerated. The controls discussed include tailplanes, ailerons, airbrakes and spoilers. Both steady and unsteady measurements are considered, although the emphasis is on unsteady measurements and transonic speeds. As an illustration of the current interest in active control technology, some results from an experiment are included in which a trailing edge flap is driven 'closed loop' to reduce the response of a model wing to flow unsteadiness.

N84-10088*# National Aeronautics and Space Administration. Ames Research Center, Moffett Field, Calif.

CONTROL OF THE FOREBODY VORTEX ORIENTATION BY ASYMMETRIC AIR INJECTION. PART A: APPLICATION TO ENHANCE DEPARTURE/SPIN RECOVERY OF FIGHTER AIRCRAFT AND PART B: DETAILS OF THE FLOW STRUCTURE

A. M. SKOW (Northrop Corp., Hawthorne, Calif.) and D. J. PEAKE In AGARD Spec. Course on Aerodyn. Characteristics of Controls 22 p (SEE N84-10082 01-08) Jul. 1983 refs

Avail: NTIS HC A12/MF A01 A concept developed to provide powerful directional control effectiveness for a fighter aircraft at high angles of attack is described. The concept utilizes the energy concentrated in the strong forebody vortices (which form on slender bodies of high relative incidence) by controlling the lateral orientation of the vortices with respect to the body. The objective was to utilize the side force associated with asymmetric vortices, in a controlled manner, to enhance the ability of the fighter to recover from a departure from controlled flight. The results from water tunnel and wind tunnel experiments show that a small amount of tangential blowing along the forebody near the apex can effectively after the forebody vortex system and generate large restoring yawing moments. Six degree of freedom digital simulation results show that this concept can substantially enhance recovery characteristics of fighter aircraft with long, slender forebodies. Also, the results of experiments which were conducted on a cone model are discussed where the principal test objective was to develop an understanding of the fluid mechanics involved in the process of vortex control. Knowledge gained in these more generic tests should allow the concept to be applied to a wider range of configurations

N84-10089# Northrop Corp., Hawthorne, Calif. Aircraft Div. CONTROL OF ADVANCED FIGHTER AIRCRAFT

A. M. SKOW In AGARD Spec. Course on Aerodyn. Characteristics of Controls 31 p (SEE N84-10082 01-08) Jul. 1983 Avail: NTIS HC A12/MF A01

An overview of traditional and projected control technologies for fighter aircraft is presented. Basic aerodynamic effectiveness and control criteria are examined and controversies regarding tail location and angle of attack limiting are discussed. Future research directions are described including thrust vectoring, control implications of new air combat maneuvering tactics, ultra-fast actuators, and novel controls.

N84-10090# Hochschule der Bundeswehr, Munich (West Germany).

DIRECT FORCE CONTROL

G. SACHS /n AGARD Spec. Course on Aerodyn. Characteristics of Controls 17 p (SEE N84-10082 01-08) Jul. 1983 refs Avail: NTIS HC A12/MF A01

Direct force control provides novel and unique motion capabilities of the aircraft due to independent control of flight path and altitude. In addition, flight path response characteristics can be speeded up. For direct lift control, it is shown how these novel capabilities may be utilized, with a discussion of possible deficiencies of conventional elevator control added for comparison. The aerodynamic characteristics of direct lift devices are described.

This concerns not only lift but also drag characteristics which may be of significance for the long term response of the aircraft (flight path stability). For direct side force control, the novel motion capabilities possible are shown. This is followed by a description of the aerodynamic force characteristics of control surfaces applicable for direct side force control. In addition, coupling effects are discussed as well as effects on stability. In regard to direct drag control, some basic aspects concerning control surfaces and deceleration levels achievable are described.

N84-10091# Cranfield Inst. of Tech., Bedford (England). Coll. of Aeronautics.

EXPERIMENTAL METHODS IN FLIGHT FOR T MEASUREMENT OF CONTROL CHARACTERISTICS

M. E. ESHELBY In AGARD Spec. Course on Aerodyn. Characteristics of Controls 17 p (SEE N84-10082 01-08) Jul. 1983 refs

Avail: NTIS HC A12/MF A01

Although the measurement of control characteristics is relatively simple in the wind tunnel their flight measurement is not so straightforward. In general the control characteristics are implicit in the measurement of the handling qualities of the aircraft and do not appear as separately measured quantities. It is, however, possible to extract some data on control characteristics from the handling qualities trials; some methods of their assessment are considered. Principally the longitudinal control characteristics can be determined from static stability trials whereas the lateral directional control characteristics are derived from dynamic tests. Special trials in respect of aircraft flying beyond their normal limitations are discussed. Methods of handling qualities assessment are also considered since these encompass the control characteristics of the aircraft.

N84-10092# Nielsen Engineering and Research, Inc., Mountain View Calif.

AERODYNAMIC CHARACTERISTICS OF MISSILE CONTROLS
J. N. NIELSEN In AGARD Spec. Course on Aerodyn.
Characteristics of Controls 53 p (SEE N84-10082 01-08) Jul.
1983 refs

Avail: NTIS HC A12/MF A01

Missile types and terminology are reviewed. The subjects of jet spoilers and combining controls and the airframe are considered. As the basic approach to integrating the presentation of all movable controls, the equivalent angle of attack concept is next taken up followed by detailed considerations of all movable planar and cruciform controls. These are treated from the phenomenological point of view as well as from the quantitative point of view. Methods of determining the effects of vortices on control characteristics are presented in sufficient detail to carry out calculations. Final control hinge moments and a preliminary method for their calculation at supersonic speed are discussed.

N84-10093# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

COMPUTER-AIDED DESIGN AND ANALYSIS OF DIGITAL GUIDANCE AND CONTROL SYSTEMS

Jul. 1983 137 p refs Lecture held in Stuttgart, 8-9 Sep. 1983 and in Pans, 12-13 Sep. 1983

(AGARD-LS-128; ISBN-92-835-1455-6; AD-A133798) Avail: NTIS HC A07/MF A01

Basic concepts, theories, and computer methods involved in the design of advanced guidance and control systems are presented. Direct digital analysis and synthesis procedures are reviewed. Computer aided and graphical techniques that can be employed in preliminary design, synthesis and real time simulation are presented. A supporting bibliography is included. For individual titles, see N84-10094 through N84-10101.

N84-10094# Stanford Univ.. Calif. Dept. of Electrical Engineering.
FUNDAMENTALS OF ANALYSIS FOR DIGITAL CONTROL SYSTEMS

G. F. FRANKLIN In AGARD Computer-Aided Design and Anal. of Digital Guidance and Control Systems 15 p (SEE N84-10093 01-08) Jul. 1983 refs
Avail: NTIS HC A07/MF A01

The theoretical background and practical tools for the design of a control system which is to be implemented using a computer

or microprocessor are provided. The methods studied are primarily for closed loop (feedback) systems in which the dynamic response of the process being controlled is a major consideration in the design. The design methods are applicable to any type of computer (from microprocessors to large scale computers); however, the effects of small word size and slow sample rates take on a more important role when using microprocessors. Both the continuous design and digitization method and the direct digital method are covered. The advantages and disadvantages are discussed.

N84-10095# Kingston Polytechnic, Kingston-Upon-Thames DESIGN ENVIRONMENTS AND THE USER INTERFACE FOR

CAD OF CONTROL SYSTEMS M. J. DENHAM In AGARD Computer-Aided Design and Anal. of Digital Guidance and Control Systems 9 p (SEE N84-10093

01-08) Jul. 1983 refs Avail: NTIS HC A07/MF A01

The design of a total CAD environment in which control systems design software can be embedded is considered. This environment includes a rich set of software tools for the creation, modification, simulation and analysis of dynamic system models and a powerful user interface to these tools which incorporates an interactive algorithmic design language. An analogy can be made between such a CAD environment and those which exist currently for software development, e.g., interlisp. The features which such an environment should possess and how these might be developed are described. Particular attention is devoted to the user interface since it is now generally recognized that the quality of the man computer interface is crucial to the successful use of a CAD system. The human factors aspects of the interface are reviewed and examples of how a CAD system can be designed to take account of these aspects. The DELIGHT system from the University of California, Berkeley, is referred to as an example of a user orientated design environment.

N84-10096# Lund Inst. of Tech. (Sweden). Dept of Automatic

MODELING AND SIMULATION TECHNIQUES

K. J. ASTROEM In AGARD Computer-Aided Design and Anal of Digital Guidance and Control Systems 18 p (SEE N84-10093 01-08) Jul. 1983 refs

Avail: NTIS HC A07/MF A01

Systematic methods for design of control systems require mathematical models of the dynamics of processes and disturbances. An overview of techniques for obtaining such models is presented. Modeling from first principles and modeling from data are discussed. Particular emphasis is given to computer aided tools for obtaining and verifying the models. Two interactive software packages: Simnon, for nonlinear simulation, and Idpac. for data analysis and identification are described. Speculation on future trends is included

N84-10097# University of Southern California, Los Angeles. Dept.

of Electrical Engineering Systems.
NUMERICAL ASPECTS OF CONTROL COMPUTATIONS

A. J. LAUB In AGARD Computer-Aided Design and Anal. of Digital Guidance and Control Systems 16 p (SEE N84-10093 01-08) Jul. 1983 refs

Avail: NTIS HC A07/MF A01

The interplay between recent results and methodologies in numerical linear algebra and mathematical software and their application to problems arising in systems, control, and estimation theory is discussed. The impact of finite precision, finite range arithmetic (including the implications of the proposed IEEE Floating Point Standard(s) on control design computations is illustrated with numerous examples as are pertinent remarks concerning numerical stability and conditioning. Basic tools from numerical linear algebra such as linear equations, linear least squares, eigenproblems, generalized eigenproblems, and singular value decomposition are then outlined. A selected list of applications of the basic tools follows including algorithms for solution of problems such as matrix exponentials, frequency response, system balancing, and matrix Riccati equations. The implementation of such algorithms as robust mathematical software is discussed. Characteristics of reliable mathematical software, availability and evaluation, language implications (FORTRAN, ADA, etc.), and the overall role of mathematical software as a component of computer aided control system design are among the issues addressed.

N84-10098# Honeywell, Inc., Minneapolis, Minn. Systems and Research Center

PERFORMANCE AND ROBUSTNESS ASPECTS OF DIGITAL CONTROL SYSTEMS

J. E. WALL, J. C. DOYLE, G. L. HARTMANN, N. A. LEHTOMAKI, and G. STEIN In AGARD Computer-Aided Design and Anal. of Digital Guidance and Control Systems 33 p (SEE N84-10093) 01-08) Jul. 1983 refs

Avail: NTIS HC A07/MF A01

A formulation of the feedback control problem captures both the performance and robustness aspects of feedback. The structured singular value provides the solution to this problem The problem formulation and solution are reviewed and its applicability is extended and its applicability to digital feedback control systems. A digital compensator is treated as though it were an analog compensator through the use of sectors. An integrated flight propulsion control system is used as an illustrative example. Author

N84-10099# Stanford Univ., Calif. Dept. of Electrical Engineering. DIRECT DIGITAL DESIGN VIA POLE PLACEMENT

TECHNIQUES

G. F. FRANKLIN In AGARD Computer-Aided Design and Anal of Digital Guidance and Control Systems 13 p (SEE N84-10093 01-08) Jul. 1983 refs Avail. NTIS HC A07/MF A01

The design of the dynamics of a digital control for satisfactory transient response can be done in a number of ways. One of the more effective ways is to do the design so that the poles of the closed loop system are in desired or at least acceptable locations Such design schemes are known as pole placement methods The method of pole placement is described and formulas suitable for computer implementation are given. Also, the method is compared to both transform methods and to methods based on optimal control, including stochastic control and the Kalman filter Several examples illustrate the methods. Author

N84-10100# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Oberpfaffenhofen (West Germany) Inst fuer Dynamik der Flugsysteme

SYSTEMATIC COMPUTER AIDED CONTROL DESIGN

GRUEBEL and G. KREISSELMEIER In AGARD Computer-Aided Design and Anal of Digital Guidance and Control Systems 7 p (SEE N84-10093 01-08) Jul 1983 refs Avail NTIS HC A07/MF A01

Computerized synthesis techniques of modern control theory are in widespread use, but a number of fundamental design problems still remain, the design specifications problem, the free design parameter problem, the plant complexity versus controller simplicity problem, and the dirty design environment problem. A design procedure which comes close to solving these design problems is recommended. It is an iterative design technique using a performance index vector which provides a systematic guidance for the designer to take care of multiple design objectives simultaneously and individually. As a design tool, unconstrained parameter optimization is used. A practical application is reported the design of a robust control loop for a fighter aircraft where 42 performance criteria of 9 different sorts are considered simultaneously

N84-10101# Lund Inst of Tech (Sweden) Dept of Automatic

PRACTICAL ASPECTS OF DIGITAL IMPLEMENTATION OF CONTROL LAWS

K. J. ASTROEM In AGARD Computer-Aided Design and Anal of Digital Guidance and Control Systems 9 p (SEE N84-10093

01-08) Jui. 1983 refs Avail: NTIS HC A07/MF A01

Practical problems associated with digital computer implementation control laws are discussed. The key problem is to convert a digital control law in state space or polynomial form into a computer program which gives the desired results. The

paper covers: sensor and actuator interfaces, analog prefiltering, actuator saturation, anti-windup, numerics and coding.

N84-25718# Messerschmitt-Boelkow-Blohm G.m.b.H., Bremen (West Germany).

PROBLEMS OF SYSTEM IDENTIFICATION IN FLIGHT VIBRATION TESTING

K. KOENIG 1983 27 p refs Presented at the 5th Meeting of the Struct, and Mater. Panel held in Vimeiro, Portugal, 9-14 Oct. 1983

(AGARD-R-720; AD-A142556) Avail: NTIS HC A03/MF A01

The state of the art of system identification in flight vibration tests is investigated. The accuracy of modal data analysis is studied for two tests with eight different methods of analysis.

Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

TECHNICAL EVALUATION REPORT ON THE FLIGHT MECHANICS SYMPOSIUM ON ACTIVE CONTROL SYSTEMS: REVIEW, EVALUATION AND PROJECTIONS Abstracts Only L. D. REID (Toronto Univ.) Loughton, England Mar. 1985 p. Symp. held in Toronto, 15-18 Oct. 1984

(AGARD-AR-220; ISBN-92-835-1493-9; AD-A154472) Avail NTIS HC A02/MF A01

Research and development in active control systems (ACS) was evaluated. Areas discussed include; handling qualities specifications, use of flight control system backups, development of high integrity systems at reasonable cost, demonstration of

system reliability, survivability, and certification. For individual titles see N85-26731 through N85-26758.

N85-26731# Centre d'Etudes et de Recherches, Toulouse

ACTIVE CONTROL TECHNOLOGY: PAST, PRESENT, FUTURE **Abstract Only**

M. J. PELEGRIN in AGARD Tech. Evaluation Rept. on the Flight Mech. Symp. on Active Control Systems p 2 (SEE N85-26730 16-08) Mar. 1985

Avail: NTIS HC A02/MF A01

A wide range of topics related to active control technology are reviewed (ACT). It provides the first contact with most of the topics contained in the papers to follow. Areas of discussion include: hardware, software, applications of ACT and reliability

N85-26732# General Electric Co., Binghamton, N.Y THE STATE-OF-THE-ART AND FUTURE OF FLIGHT CONTROL SYSTEMS Abstract Only

R QUINLIVAN In AGARD Tech Evaluation Rept on the Flight Mech Symp on Active Control Systems p 2 (SEE N85-26730 16-08) Mar 1985

Avail: NTIS HC A02/MF A01

The evolution of active control technology (ACT) from early stability augmentation systems to current full authority flight control systems was covered. The philosophy behind the design of current and future ACS is presented. Both the benefits and the problems involved are highlighted. The potential hazards inherent in reverting to a backup FCS following a total failure of the primary system are discussed

N65-26733# Systems Technology, Inc., Hawthorne, Calif A PERSPECTIVE ON SUPERAUGMENTED FLIGHT CONTROL ADVANTAGES AND PROBLEMS Abstract Only
D. T. MCRUER, D. E. JOHNSTON, and T. T. MYERS In AGARD Tech. Evaluation Rept. on the Flight Mech. Symp on Active Control Systems 2.05555 N85-2320-609.

Systems p 2 (SEE N85-26730 16-08) Mar 1985

Avail: NTIS HC A02/MF A01

A superaugmented FCS both stabilizes an unstble aircraft and provides novel effective vehicle dynamics. The longitudinal dynamics of such an aircraft and FCS are discussed. The total available gain range (TAGR) factor was presented as a basic measure that relates degree of instability, control system limitations, and key control system adjustments. The flying qualities of superaugmented aircraft are discussed and highlighted. E A.K

Deutsche Forschungs- und Versuchsanstalt fuer NB5-26734#

Luft- und Raumfahrt, Brunswick (West Germany).

ASPECTS OF APPLICATION OF ACT SYSTEMS FOR PILOT WORKLOAD ALLEVIATION Abstract Only

K. WILHELM and B. GMELIN. In AGARD. Tech. Evaluation Rept. on the Flight Mech. Symp. on Active Control Systems p 2 (SEE N85-26730 16-08) Mar. 1985 Avail: NTIS HC A02/MF A01

Aspects of the application of active control technology (ACT) systems for pilot workload alleviation were described for both fixed-wing aircraft and helicopters. The work involved wind tunnel tests of a rotor vibration control system and flight tests of a helicopter control decoupling system. Flight tests in the HFB 320 in-flight simulator were conducted on DLC incorporated within two flight path control techniques. It is found that DLC can only improve flight path control capability without HQ degradation if the pilot is supported by an inner loop augmentation system such as a Rate Command/Attitude Hold (RC/AH) system. Tests carried out in the same aircrft showed the influence of FCS time delays of up to 1.3s in degrading HQ ratings.

N85-26735# General Dynamics Corp., Fort Worth, Tex.
APPLICATION OF AFTI/F-16 TASK-TAILORED CONTROL MODES IN ADVANCED MULTIROLE FIGHTERS Abstract Only R. D. TOLES, D. R. MCMONAGLE (Air Force Flight Test Center, Edwards AFB, Calif.), and D. C. ANDERSON In AGARD Tech. Evaluation Rept. on the Flight Mech. Symp. on Active Control Systems p 2-3 (SEE N85-26730 16-08) Mar. 1985 Avail: NTIS HC A02/MF A01

Flight tests carried out with a highly modified F-16 aircraft to demonsrate the effectiveness of a digital FCS and task-tailored modes are described. The tests specifically dealt with how task-tailoring the longitudinal control laws provide improved HQ for the air-to-air and bombing missions, how a flat turn mode gives the pilot an addedadvantages for the bombing and strafing tasks, and how Level 1 HQ for the landing system are obtained. The key to the flat turn mode is zero sideslip during the maneuver to reduce the aerodynamic load on the stores carried

N85-26736# Grumman Aerospace Corp., Bethpage, N.Y. X-29A DIGITAL FLIGHT CONTROL SYSTEM DESIGN Abstract Only

A B WHITAKER and J CHIN In AGARD Tech Evaluation Rept on the Flight Mech. Symp on Active Control Systems. p. 3. (SEE N85-26730 16-08) Mar 1985

Avail NTIS HC A02/MF A01

The structural and control elements going into the design and construction of this unique test aircraft incorporating a forward swept wing are outlined. A number of active control technology (ACT) related concepts were included such as relaxed longitudinal stability, triplex digital FBW system and high gain FCS, a DLC type of response, task-tailoring, drag minimization and an analog backup FCS.

N85-26737# Royal Aircraft Establishment, Farnborough

THE EVALUATION OF ACS FOR HELICOPTERS: CONCEPTUAL SIMULATION STUDIES TO PRELIMINARY DESIGN Abstract

J. S. WINTER, G. D. PADFIELD, and S. L. BUCKINGHAM AGARD Tech. Evaluation Rept. on the Flight Mech. Symp. on Active Control Systems p 3 (SEE N85-26730 16-08) Mar 1985 Avail: NTIS HC A02/MF A01

The means by which design aims are defined and how they may be implemented through to the preliminary design stage were investigated. The use of a simplified helicopter model in a ground-based simulator was demonstrated to provide a quick means of studying control problems. A possible control law design for a helicopter is described. A technique for assessing the robustness of a control system design is outlined in the face of unknown or varying elements in the aircrft state matrix. This method, based on the use of maximum singular values, appears to be a useful design tool.

N85-26738# Smiths Industries Ltd., London (England). ACT APPLIED TO HELICOPTER FLIGHT CONTROL Abstract

W. R. RICHARDS In AGARD Tech. Evaluation Rept. on the Flight Mech. Symp. on Active Control Systems p 3 (SEE N85-26730 16-08) Mar. 1985 Avail: NTIS HC A02/MF A01

The ACS configurations suitable for installation in the 1988 and 1992 time scales were identified. Reliability aspects, control law philosophy and the impact of advanced technology are discussed. It appears that fibre optics and the replacement of electrical devices by optical ones where possible will be required to meet the challenge of EMP/EMC and lightning strikes. E.A.K.

N85-26739# Messerschmitt-Boelkow-Blohm G.m.b.H., Ottobrunn

SOME FLIGHT TEST RESULTS WITH REDUNDANT DIGITAL FLIGHT CONTROL SYSTEMS Abstract Only

U. KORTE In AGARD Tech. Evaluation Rept. on the Flight Mech. Symp. on Active Control Systems p 3 (SEE N85-26730 16-08) Mar. 1985

Avail: NTIS HC A02/MF A01

The successful flight test program carried out in a modified F-104G was outlined. A digital quadruplex FBW and FCS was used to stabilize the airframe which was destabilized longitudinally by the addition of aft located ballast and a canard surface. Flights were completed in which the successful operation of the FCS was demonstrated along with reversion to a simplified digital backup system. It is indicated that FCS software verification is not as great a problem as many think and that reversion to a properly implemented backup FCS can be handled by pilots in an operational environment.

N85-26740# British Aerospace Aircraft Group, Preston

AN UPDATE ON EXPERIENCE ON THE FLY BY WIRE JAGUAR EQUIPPED WITH A FULL-TIME DIGITAL FLIGHT CONTROL SYSTEM Abstract Only

E. DALEY In AGARD Tech Evaluation Rept on the Flight Mech. Symp. on Active Control Systems p 3 (SEE N85-26730 16-08) Mar. 1985

Avail: NTIS HC A02/MF A01

A technology demonstration program was presented which emphasized relaxed stability, carefree maneuvering and protection against EM interference in the form of lightning and high frequency radio signals. The quadruplex fly by wire (FBW) system had no mechanical backup. The FCS was demonstrated during close to 100 flights and the EM immunity of the complete system was proven during extensive ground tests. It is concluded that, both customer and aircraft manufacturer are confident that active control systems can be implemented safely and cheaply with similar integrity to present day mechanical systems, and that the aircrit can be acceptably hardened against natural and man-made EM

N85-26741# British Aerospace Public Ltd. Co., Brough

ACT FLIGHT RESEARCH EXPERIENCE Abstract Only

D J. WALKER and R. M. HORNER (RAE) In AGARD Tech. Evaluation Rept. on the Flight Mech. Symp. on Active Control Systems p 3 (SEE N85-26730 16-08) Mar. 1985 Avail: NTIS HC A02/MF A01

The Hunter ACT aircraft development and flight test program was reviewed. A number of practical hardware aspects of the project were discussed. The FCS in-flight tests included a nonlinear pitch filter (with an effect much like the pitch axis task tailoring) and a depressed roll axis (about the sight axis). Mixed success in using ground based simulators during system development was reported

N85-26742# McDonnell Aircraft Co., St. Louis, Mo.
OPERATIONAL AND DEVELOPMENTAL EXPERIENCE WITH THE F/A-18A DIGITAL FLIGHT CONTROL SYSTEM Abstract

W. A. MORAN In AGARD Tech, Evaluation Rept. on the Flight Mech. Symp. on Active Control Systems p 3-4 (SEE N85-26730 16-08) Mar. 1985

Avail: NTIS HC A02/MF A01

An operational aircraft making full use of ACT is described. Of particular interest was the use of the digital FCS to help solve several developmental problems encountered during the flight testing of the F/A-18A. Four problems were highlighted: poor nosewheel liftoff characteristics; insufficient roll performance; excessive structural loads; unwanted roll coupling. All these difficulties were overcome in a unique and cost effective manner with the help of the digital FCS. The system designers managed to reduce an unacceptably large FCS time delay to a reasonable

N85-26743# Naval Air Test Center, Patuxent River, Md. FLIGHT TESTING AND DEVELOPMENT OF THE F/A-18A DIGITAL FLIGHT CONTROL SYSTEM Abstract Only

R. A. BURTON, B. T. KNEELAND, U. H. RABIN (Systems Control Technology, Inc.), and R. S. HANSEN (Systems Control Technology, Inc.) In AGARD Tech. Evaluation Rept. on the Technology, Inc.) Flight Mech. Symp. on Active Control Systems p 4 (SEE N85-26730) 16-08) Mar. 1985

Avail: NTIS HC A02/MF A01

A new technique was presented for extracting equivalent system models, which uses several algorithms including a maximum likelihood estimator method. This and the use of closed loop pilot mission related task testing was successfully employed to evaluate the FCS during its development. The use of the equivalent model is recommended for ground based simulation during the design

N85-26744# Dornier-Werke G.m.b.H., Munich (West Germany) OLGA: AN OPEN LOOP GUST ALLEVIATION Abstract Only H. BOHRET, B. KRAG (DFVLR, Brunswick, West Germany), and J. SKUDRIDAKIS (DFVLR, Brunswick, West Germany) in AGARD Tech Evaluation Rept. on the Flight Mech. Symp. on Active Control Systems p 4 (SEE N85-26730 16-08) Mar. 1985 Avail NTIS HC A02/MF A01

Following sophisticated wind tunnel trials, a flight test program was carried out using a Do 28 TNT aircraft to evaluate the effectiveness of an open loop gust alleviation system. By using an open loop approach the basic airframe dynamics were left unaltered. Ecitation of the wing's first bending mode by the system was removed by employing a suitably tuned notch filter. It is found that the suppression of low frequency accelerations by the OLGA system made the passengers more conscious of other sources of discomfort

N65-26745# Lockheed-California Co., Burbank DEMONSTRATION OF RELAXED STABILITY COMMERCIAL TRANSPORT Abstract Only J. J. RISING, W. J. DAVIS, and C. S. WILLEY In AGARD Tech Evaluation Rept. on the Flight Mech. Symp on Active Control Systems p 3 (SEE N85-26730 16-08) Mar. 1985 Avail: NTIS HC A02/MF A01

The application of relaxed stability to current transport aircraft can lead to a 2% drag reduction. This can rise to 4% for next generation aircraft. A flight test program and a ground based flight simulator program employing an L-1011 aircraft have demonstrated the successful implementation of this concept. Stability augmentation was provided by a digital FCS and HQ ratings were obtained for a range of conditions. It was concluded that, careful tailoring of the augmentation system authority will result in acceptable failure characteristics, thereby eliminating the need for Author multisystem redundancy

N85-26746# Messerschmitt-Boelkow-Blohm G.m.b.H., Hamburg

REALISATION OF RELAXED STATIC STABILITY ON A COMMERCIAL TRANSPORT Abstract Only

U. P. GRAEBER In AGARD Tech. Evaluation Rept. on the Flight Mech. Symp. on Active Control Systems p 4 (SEE N85-26730 16-08) Mar. 1985

Avail: NTIS HC A02/MF A01

This paper deals with the use of fuel transfer to an aft located tank in order to reduce the trim drag on a commercial transport. Both ground based simulator trials and flight tests in an Airbus A300 were employed to demonstrate the aircraft could be flown both manually and by the autopilot with significantly aft o.g. locations, it is suggested that the use of such fuel transfer techniques is the only practical way to achieve reduced stability in an operational commercial transport. Author

N85-26747*# National Aeronautics and Space Administration. Dryden (Hugh L.) Flight Research Center, Edwards, Calif. ACTIVE CONTROL TECHNOLOGY EXPERIENCE WITH THE SPACE SHUTTLE IN THE LANDING REGIME Abstract Only
B. G. POWERS In AGARD Tech. Evaluation Rept. on the Flight Mech. Symp. on Active Control Systems p 4 (SEE N85-26730 16-08) Mar. 1985

Avail: NTIS HC A02/MF A01 CSCL 01C

An interesting description was provided of the development of the shuttle flight control systems. Of particular concern was a tendency to excite PIO during the landing phase. Both ground based and in-flight simulation were used to study the problem. It was found that in-flight simulation was the only reliable method to use in the study of PIO. Two of the major contributions to the PIO problem were found to be system time delay and the lack of a clear motion cue at the pilot's location following a pitch up command. The PIO problem was solved by reducing the demands of the piloting task and introducing an adaptive stick gain limiter.

N85-26748# London Univ. (England)

THE AERODYNAMICS OF CONTROLS Abstract Only

A. D. YOUNG In AGARD Tech. Evaluation Rept. on the Flight Mech. Symp. on Active Control Systems $\,$ p 4 (SEE N85-26730 16-08) Mar. 1985 Avail: NTIS HC A02/MF A01

A comprehensive review is gien of the various conventional and unconventional control surfaces (or motivators) available for use as part of an active control system. A better understanding of the aerodynamics of such motivators is needed in order to make effective use of them. In particular, dynamic effects and the influence of flight at high angles of attack and at transonic speeds on these devices needs further study. A better data base must be generated to aid the designer.

N85-26749*# National Aeronautics and Space Administration Langley Research Center, Hampton, Va.

ACTIVE CONTROL LANDING GEAR FOR GROUND LOADS **ALLEVIATION Abstract Only**

J. R. MCGEHEE In AGARD Tech. Evaluation Rept. on the Flight Mech. Symp. on Active Control Systems p 4-5 (SEE N85-26730 16-08) Mar. 1985 Avail: NTIS HC A02/MF A01 CSCL 01C

An active landing gear has been created by connecting the hydraulic piston in an oleo strut to a hydraulic supply. A controller modulates the pressure in the oleo to achieve the desired dynamic characteristics. Tests on ground rigs (documented by a film) have demonstrated the successful alleviation of induced structural ground loads and the next step will be a flight test using a fighter N85-26750# Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

WING BUFFETING ACTIVE CONTROL TESTING ON TRANSPORT AIRCRAFT CONFIGURATION IN A LARGE SONIC **TUNNEL Abstract Only**

R. DESTUYNDER In AGARD Tech. Evaluation Rept. on the Flight Mech. Symp. on Active Control Systems p 5 (SEE N85-26730 16-08) Mar. 1985 Avail: NTIS HC A02/MF A01

A sophisticated large aerelastic half model has been developed to duplicate the structural characteristics of a typical civil transport aircraft. An active flaperon system has been developed to dampen out structural response to buffeting experienced at high angles of attack and/or Mach numbers of the range 0.50-0.82. This was achieved without increasing the structural modal frequencies. The resulting reduced structural strain and airframe motion effectively increase the usable flight envelope. Author

British Aerospace Aircraft Group, Brough (England).

A MODULAR DISSIMILAR REDUNDANT COMPUTER DESIGNED FOR HIGH INTEGRITY CONTROL Abstract Only

S. M. WRIGHT and R. G. BURRAGE (Lucas Aerospace Ltd., Birmingham, England) In AGARD Tech. Evaluation Rept. on the Flight Mech. Symp. on Active Control Systems p 5 (SEE N85-26730 16-08) Mar. 1985

Avail: NTIS HC A02/MF A01

In order to apply modern digital hardware in a full authority high integrity control system, suitable precautions must be taken to avoid the consequences of a common mode data dependent error in a multi-lane system. A pseudo code based dissimilar modular multiprocessor design was described as a possible routine way of applying dissimilar techniques and hardwre at minimum cost. A safety map approach was developed to aid the designer in selection the system architecture.

N85-26752# National Aero- and Astronautical Research Inst., Amsterdam (Netherlands).

HOW TO HANDLE FAILURES IN ADVANCED FLIGHT CONTROL SYSTEMS OF FUTURE TRANSPORT AIRCRAFT Abstract Only M. VANGOOL In AGARD Tech. Evaluation Rept. on the Flight Mech. Symp. on Active Control Systems p 5 (SEE N85-26730 16-08) Mar. 1985

Avail: NTIS HC A02/MF A01

A ground-based simulator program in which reversion to an unstable flight control system backup occurred following the failure of the primary system. Of interest was the large scatter in the HQ ratings given to the backup system. It was found that existing longitudinal HQ criteria have difficulty in explaining the trend in pilot aircraft will be a very complicated task

Avions Marcel Dassault-Breguet Aviation, Saint-Cloud (France).

INTERACTIVE DESIGN OF SPECIFICATIONS FOR AIRBORNE SOFTWARE SET (GISELE) Abstract Only

J. CHOPLIN and D. BEURRIER In AGARD Tech. Evaluation Rept. on the Flight Mech. Symp. on Active Control Systems p 5 (SEE N85-26730 16-08) Mar. 1985 Avail: NTIS HC A02/MF A01

An flight control system software development process/system is described that possesses the features needed to generate production level certifiable software. It was designed to assist the user at all stages of development and testing and to generate the required level of documentation. Giesele has been in use since 1983

N85-26754# Societe Nationale Industrielle Aerospatiale, Paris

THE CERTIFICATION OF AIRBORNE COMPLEX DIGITAL SYSTEMS Abstract Only
P. TOULOUSE In AGARD Tech. Evaluation Rept. on the Flight

Mech. Symp. on Active Control Systems p 5 (SEE N85-26730 16-08) Mar. 1985 Avail: NTIS HC A02/MF A01

An overview is presented of how the certification process might be applied to future active control based aircraft. Present regulations (FAR/JAR 25) are not very specific as to how compliance with safety consideration might be carried out. Presently more specific regulations (e.g., AC/ACJ 1309 and RTCA DO 178/EUROCAE ED. 12) are being developed in which step by step procedures are proposed. Demonstration of compliance will require a combination of risk analysis, software analysis and ground test reports. It is suggested that all software maintenance should be under the control of the original designer.

N85-26755# Messerschmitt-Boelkow-Blohm G.m.b.H., Munich

THE FLIGHT CONTROL SYSTEM FOR THE EXPERIMENTAL AIRCRAFT PROGRAMME (EAP) DEMONSTRATOR AIRCRAFT

J. KAUL, F. SELLA (Aeritalia S.p.A), and M. J. WALKER (British Aerospace Aircraft Group) In AGARD Tech. Evaluation Rept. on the Flight Mech Symp. on Active Control Systems p 5 (SEE N85-26730 16-08) Mar. 1985 Avail: NTIS HC A02/MF A01

The historial background of the Experimental Aircraft Program is (EAP) presented. Because the first flight is planned for May 1986 the FCS design is based on previously proven technology. The aircraft is intended to demonstrate: (1) advanced structures and materials; (2) advanced aerodynamics; (3) active control; (4) digital data bus; (5) modern cockpit; (6) stealthiness; and (7) digital control of the engine.

N85-26756# Boeing Aerospace Co., Seattle, Wash.
AUTOMATIC FLIGHT CONTROL MODES FOR THE AFTI/F-111 MISSION ADAPTIVE WING AIRCRAFT Abstract Only
M. R. EVANS, R. J. HYNES, D. C. NORMAN, and R. E.

THOMASSON In AGARD Tech. Evaluation Rept. on the Flight Mech. Symp. on Active Control Systems p 5 (SEE N85-26730 16-08) Mar. 1985

Avail: NTIS HC A02/MF A01

This program involves the fitting of an experimental F-111 with a variable-camber wing and a digital FCS that makes use of this feature. The following automatic modes have been implemented: (1) Maneuver camber control to maximize lift/drg; (2) Cruise camber control - to maximize horizontal velocity; (3) Maneuver load control - to reduce wing root bending; and (4) Maneuver enhancement and gust alleviation - uses variable camber and the horizontal tail to increase maneuver response and to reduce gust response.

Air Force Wright Aeronautical Wright-Patterson AFB, Ohio.

THE STOL AND MANEUVER TECHNOLOGY PROGRAM INTEGRATED CONTROL SYSTEM Abstract Only

D. J. MOORHOUSE and D. R. SELEGAN In AGARD Tech. Evaluation Rept. on the Flight Mech. Symp. on Active Control Systems p 6 (SEE N85-26730 16-08) Mar. 1985 Avail: NTIS HC A02/MF A01

The application of STOL capability to a supersonic fighter is discussed. This will be accomplished by employing a level of control integration beyond any attempted so far. In particular to a highly modified propulsion system will be incorporated as a primary control element. The control system design will require an integrated team of aerodynamics, stability and control, flying qualities, guidance, display, propulsion and controls specialists. The test aircraft will be an F-15 and the project will extend over the next 4-5 years.

N85-26758# Westland Helicopters Ltd., Yeovil (England).
THE EVOLUTION OF ACTIVE CONTROL TECHNOLOGY SYSTEMS FOR THE 1990'S HELICOPTER Abstract Only G. C. F. WYATT In AGARD Tech. Evaluation Rept. on the Flight Mech. Symp. on Active Control Systems p 6 (SEE N85-26730) 16-08) Mar. 1985

Avail: NTIS HC A02/MF A01

A reviewed is presented of the application of active control systems in helicopters. System failures and how best to deal with them are discussed. The author emphasized the need for: (1) Considering civil active control technology applications when undertaking military R and D; (2) More study of the common mode failure problem; and (3) Increased flight testing of ACT aircraft.

N85-27883# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

ACTIVE CONTROL SYSTEMS: REVIEW, EVALUATION AND **PROJECTIONS**

Loughton, England Mar. 1985 392 p refs In ENGLISH and FRENCH Symp, held in Toronto, 15-18 Oct. 1984 (AGARD-CP-384; ISBN-92-835-0375-9; AD-A155853) Avail: NTIS HC A17/MF A01

Numerous topics relative to digital flight control systems are discussed. Active control technology applications, optimization of systems architecture for both reliability and costs control carn design, handling qualities, and the operational demonstration of systems reliability are among the topics covered. For individual titles see N85-27884 through N85-27911.

N85-27884# Centre d'Etudes et de Recherches, Toulouse

ACTIVE CONTROL TECHNOLOGY (ACT): PAST, PRESENT AND **FUTURE**

M. J. PELEGRIN In AGARD Active Control Systems: Rev., Evaluation and Projections 30 p (SEE N85-27883 17-08) Mar. 1985 refs Avail: NTIS HC A17/MF A01

The past, present and future developments in the field of active control technology are surveyed. The improvement of aircraft performance, the reduction of operating costs, and the reduction of workloads are seen as benefits derived from active control

N85-27885# General Electric Co., Binghamton, N.Y THE STATE-OF-THE-ART AND FUTURE OF FLIGHT CONTROL

In AGARD Active Control Systems: Rev., Evaluation and Projections 4 p (SEE N85-27883 17-08) Mar. 1985 Avail: NTIS HC A17/MF A01

The evolution of flight control systems from non-electronic primary controls with electronic secondary augmentation systems to modern electronic Primary Fly-By-Wire systems is traced. Current system configurations are related to their origins in both aircraft and electronics technology. The future of flight control technology is discussed in view of the payoff which is expected from the increased integration of the various aircraft control functions. The integration of the aerodynamic and propulsive control systems provides a new level of control which will make the aircraft dramatically more maneuverable. The coupling of the integrated flight control system with the avionics system will permit advanced guidance and attack modes which will combine to increase the lethality of the combat system. The system will reconfigure its control laws to allow continuation of the mission or at least controlled flight in the face of battle damage if sufficient control power, lift, and propulsion remain. System architecture will be such as to support advanced maintainability features which will provide vastly improved system availability and persistance.

N85-27886*# Systems Technology, Inc., Hawthorne, Calif.
A PERSPECTIVE ON SUPERAUGMENTED FLIGHT CONTROL ADVANTAGES AND PROBLEMS

D. T. MCRUER, D. JOHNSTON, and T. MYERS Active Control Systems: Rev., Evaluation and Projections 20 p. (SEE N85-27883 17-08) Mar. 1985 refs (Contract NAS2-11388)

Avail: NTIS HC A17/MF A01 CSCL 01C

Superaugmented aircraft are an important subclass of actively controlled, highly-augmented aircraft. The aircraft without augmentation is unstable, and the control system not only redresses the stability and control imbalance but also provides effective vehicle dynamics which may differ in kind from those associated with conventional aircraft. The properties of highly unstable aircraft and typical superaugmented control systems used to remedy their dynamic deficiencies are explored generically. The following topics are considered: basic flight control system architectures suitable to reduce or completely alleviate the unstable aircraft characteristics; the primary dynamic characteristics and regulatory properties of typical superaugmented aircraft control systems, including governing factors in the linear system, dominant mode characteristics, and fundamental stability margin properties; and flying qualities features for superaugmented aircraft with rate

attitude command/attitude hold, extended bandwidth, and RJE command configurations

N85-27887# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Brunswick (West Germany). Inst. fuer Flugmechanik.

ASPECTS OF APPLICATION OF ACT SYSTEMS FOR PILOT WORKLOAD ALLEVIATION

K. WILHELM and B. GMELIN In AGARD Active Control Systems: Rev., Evaluation and Projections 20 p (SEE N85-27883 17-08) Mar. 1985 refs

Avail: NTIS HC A17/MF A01

An essential element in the construction of future civil and military aircraft will be the inclusion of Active Control Technology (ACT) in the design process. This will be true for fixed-wing aircraft as well as for rotary-wing aircraft. The implementation of ACT makes possible improvements in flight performance and handling qualities. In particular, ACT can lead to alleviation of pilot workload in performing a specific task. This can be achieved by reducing undesirable motions and effects and adjusting the aircraft dynamics to a certain flight task and to the pilot. The above-mentioned problem areas concerning the implementation of ACT are discussed. Piloting problems with conventional systems and the influence of ACT systems on flying qualities and pilot workload are covered. Results from wind tunnel testing and flight testing using a BO 105 type helicopter and the HFB 320 in-flight simulator

N85-27888# General Dynamics Corp., Fort Worth, Tex. APPLICATION OF AFTI/F-16 TASK-TAILORED CONTROL MODES IN ADVANCED MULTIROLE FIGHTERS

R. D. TOLES, D. R. MCMONAGLE (Air Force, Edwards AFB, Calif.), D. C. ANDERSON, and J. H. WATSON In AGARD Active Control Systems: Rev., Evaluation and Projections 11 p (SEE N85-27883 17-08) Mar. 1985 refs Avail: NTIS HC A17/MF A01

The next generation of multirole fighter aircraft will benefit from recent advances in flight control technology. The advent of digital fly-by-wire flight control capability for vehicles with relaxed static stability, as recently demonstrated by the AFTI/F-16, means a much higher level of performance is now attainable in handling qualities and weapon delivery effectiveness. Specifically, digital implementation of control laws permits the designer to attain a higher level of man/machine capability and performance, even at the flight envelope extremities. Multiple, separate task-tailored modes can be designed and employed to perform tasks with distinctly different flight dynamics requirements, achieving better performance than any single, multipurpose mode. Recently developed design concepts which support the above assertions are discussed. These concepts were employed on the AFTI/F-16 aircraft which dramatically demonstrated the benefits of digital flight control and task-tailored modes.

N85-27889# Grumman Aircraft Engineering Corp., Bethpage, N.

X-29 DIGITAL FLIGHT CONTROL SYSTEM DESIGN

A. B. WHITAKER and J. CHIN In AGARD Active Control Systems Rev., Evaluation and Projections 13 p (SEE N85-27883 17-08) Mar. 1985 refs Avail: NTIS HC A17/MF A01

The X-29 Technology Demonstrator is a Forward Swept Wing Aircraft with primary longitudinal control provided by a large canard. The wing body is balanced to be neutrally stable for minimum drag. The canard is sized for high maneuverability resulting in a configuration which is 35% unstable. This configuration with its high aerodynamic efficiency became practical through the application of Active Control System Technology in the design of the Digital Flight Control System. The design concept for the X-29 flight control system was to utilize the available state-of-the-art and existing hardware to fly a very unusual aircraft. The purpose was to achieve an Advanced Application of Control Configured Vehicle with minimum cost and risk in the hardware development. As a result, the system architecture is very conservative using demonstrated techniques. The Normal Longitudinal Control Law, on the other hand, is based on Modern Control Theory. The unique features of the aircraft configuration, the control system architecture, and control surface arrangement are discussed. The hardware selected for implementation is described. The control law development is outlined to include the constraints which result from the 35% static instability.

N85-27890# Royal Aircraft Establishment, Bedford (England). Flight Systems Dept

THE EVOLUTION OF ACS FOR HELICOPTERS: CONCEPTUAL SIMULATION STUDIES TO PRELIMINARY DESIGN

J. S. WINTER, G. D. PADFIELD, and S. L. BUCKINGHAM In AGARD Active Control Systems: Rev., Evaluation and Projections 14 p (SEE N85-27883 17-08) Mar. 1985 Avail: NTIS HC A17/MF A01

In the development of suitable control algorithms for future active control technology battlefield helicopters, handling qualities appropriate to a wide range of tasks will need to be identified and incorporated into the design process before detailed control laws may be defined. Work in identifying appropriate characteristics through piloted simulation studies of a conceptual model of the controlled helicopter, subsequent control law studies and the use of computer aided design and analysis of the sensitivity of the controlled vehicle are discussed.

N85-27891# Smiths Industries Ltd., Bishops Cleeve (England). ACT APPLIED TO HELICOPTER FLIGHT CONTROL W. R. RICHARDS In AGARD Active Control Systems: Rev

Evaluation and Projections 12 p (SEE N85-27883 17-08)

Avail: NTIS HC A17/MF A01

Benefits of ACT applied to helicopters are potentially significant resulting in a considerable challenge to avionic equipment suppliers. The impact of mechanical link removal and replacement by electrical/optical signalling is discussed. ACT control systems configurations suitable for installation in helicopters in the 1988 and 1992 time scales with anticipation of continued component technological development are identified. New control laws are discussed based on requirements for higher bandwidth controllers, and non-interaction of control axes.

N85-27892# Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany). Aircraft Div.
SOME FLIGHT TEST RESULTS WITH REDUNDANT DIGITAL

FLIGHT CONTROL SYSTEMS

U. KORTE In AGARD Active Control Systems: Rev., Evaluation and Projections 14 p (SEE N85-27883 17-08) Mar. 1985 refs Avail: NTIS HC A17/MF A01

Under contract of the German MOD a quadruredundant, full authority digital Flight Control System has been developed by MBB for use in naturally unstable aircraft and flight tested in a single seater F-104 G which has been modified as a CCV demonstrator aircraft. From Dec. 1977 to Nov. 1981 the new FCS was tested in 118 flights in five different configurations of the aircraft. 22 of the flights were made in unstable configurations with instabilities up to 22 % MAC. In a follow-on program from Aug. 1982 to April 1984 a simple digital Backup-Controller (Software) and an integrated digital Autopilot were developed and successfully flight tested. Total number of flights with the digital FBW-system was 176. Some of the experiences and results are presented which made with the operational FBW-system and the backup-software.

N85-27893# British Aerospace Public Ltd. Co., Lancashire (England). Aircraft Group

AN UPDATE OF EXPERIENCE ON THE FLY BY WIRE JAGUAR EQUIPPED WITH A FULL-TIME DIGITAL FLIGHT CONTROL

E. DALEY In AGARD Active Control Systems: Rev., Evaluation and Projections 15 p (SEE N85-27883 17-08) Mar. 1985 refs Avail: NTIS HC A17/MF A01

An overview of the Fly By Wire Jaguar Demonstrator Program which was recently successfully completed with the flight trials of a highly unstable configuration of 10% negative maneuver margin. The aircraft is unique, being equipped from the outset with a quadruplex digital flight control system, with no form of electrical or mechanical backup system. The U.K. demonstrator program was sponsored by MoD, with the aim of the design, development and demonstration of a safe, practical, full time fly by wire flight control system for a combat aircraft. The primary aim was achieved in 1981 with the first flight of the aircraft, and further objectives of the flight demonstration of the aircraft in a highly unstable configuration in pitch, and with a Stall Departure/Spin Prevention system, was successfully completed. The flight control system, its flight certification and all phases of its flight trials is briefly

N85-27894# British Aerospace Aircraft Group, Brough (England). Aircraft Group

ACT FLIGHT RESEARCH EXPERIENCE

D. J. WALKER and R. M. HORNER (RAE, Farnborough) AGARD Active Control Systems: Rev., Evaluation and Projections 7 p (SEE N85-27883 17-08) Mar. 1985 Avail: NTIS HC A17/MF A01

Hunter XE 531 was the subject of a 15 year ACT program. The initial years involved the design, implementation and flight testing of a full authority quadruplex FCS flight control system. Using the aircraft as an experimental facility, a joint program emerged with British Aerospace, concentrating on handling aspects, ending with the loss of the aircraft through engine failure on take-off in 1982. The whole program is reviewed and the large variety of multidisciplinary topics covered are briefly described.

N85-27895# McDonnell Aircraft Co., St. Louis, Mo. OPERATIONAL AND DEVELOPMENTAL EXPERIENCE WITH THE F/A-18A DIGITAL FLIGHT CONTROL SYSTEM

W. A. MORAN In AGARD Active Control Systems: Evaluation and Projections 13 p (SEE N85-27883 17-08) Mar.

Avail: NTIS HC A17/MF A01

The control system of the F/A-184 Hornet is a four channel fly by wire system using digital processors. During the development of the F/A-18, more than 75 control law variations were flown. Many of these variations were made necessary by flexible aerodynamic characteristics which sometimes defied prediction and by evolving structural loads requirements, as well as by the usual refinements in control laws resulting from flight experience. The digital flight control computer provided the ability to make these changes with relative ease. It also provided the flexibility to solve problems which on past generation aircraft might have been treated either with placards or with expensive structural modifications. The control system and the testing of the system is described in detail Author

N85-27896# Naval Air Test Center, Patuxent River, Md. Strike Aircraft Test Directorate.

FLIGHT TESTING AND DEVELOPMENT OF THE F/A-18A DIGITAL FLIGHT CONTROL SYSTEM
R. A. BURTON, B. T. KNEELAND, U. H. RABIN (Systems Control

Technology, Inc., Palo Alto, Calif.), and R. S. HANSEN (Systems Control Technology, Inc., Palo Alto, Calif.) In AGARD Active Control Systems: Rev., Evaluation and Projections 18 p (SEE N85-27883 17-08) Mar. 1985 refs Avail: NTIS HC A17/MF A01

The improvement in the F/A-18 handling qualities from level 3 to level 1 for several mission tasks is documented. A new approach to the problem of extracting equivalent system models are handling qualities characteristics for fully augmented aircraft is introduced. This approach identified equivalent aerodynamic parameters and time delays of the flight control system and instrumentation system. This approach makes use of a mature and efficient integrated system identification procedure which uses several algorithms including a maximum likelihood method. This advanced equivalent system analysis method and the use of closed loop pilot mission related task testing are used to evaluate the F/A-18 digital FCS during its development. This is in contrast to classical open loop test techiques such as droplet inputs which gave little insight into the FCS and airframe interface. The correlation between equivalent time delays and the pilot handling qualities rating's obtained from closed loop mission task demonstrate that the equivalent system methodology can successfully be used to document the handling qualities of a highly augmented aircraft. In addition, the flexibility of the F/A-18 digital FCS allow for the correction of handling qualities and structural problems in a manner that has not previously been possible.

N85-27897# Dornier-Werke G.m.b.H., Friedrichshafen (West

OLGA: AN OPEN LOOP GUST ALLEVIATION SYSTEM

H. BOEHRET, B. KRAG (DFVLR, Brunswick), and J. SKUDRIDAKIS (DFVLR, Wesseling, West Germany) In AGARD Active Control Systems: Rev., Evaluation and Projections 16 p (SEE N85-27883 17-08) Mar. 1985 refs

Avail: NTIS HC A17/MF A01

Aircraft with a modern wing of high aerodynamic efficiency and low wing loading are sensitive to gusts and, therefore, only offer limited passenger comfort in turbulent weather. The OLGA (Open Loop Alleviation) system was developed in cooperation with the DFVLR to improve the passenger ride comfort for such types of aircraft. The open loop principle was chosen because investigations showed this to be superior to a feed back type system. The gust angle of attack, calculated from sensor signals determines the performance of the system. Symmetric aileron deflection and the elevator are used for the compensation of the gust induced lift and pitching moment. Both control surfaces are operated by electromechanical actuators. After theoretical design work, the open loop principle was the subject of intensive wind tunnel investigation using a remotely controlled wind tunnel model of the Do 28 TNT experimental aircraft. After realizing the hardware. the system was implemented and flight tested in the real Do 28 TNT airplane. The flight test results and its comparison with those obtained from the hardware simulation and the wind tunnel investigations are discussed.

N85-27898*# Lockheed-California Co., Burbank.
DEMONSTRATION OF RELAXED STATIC STABILITY ON A COMMERCIAL TRANSPORT

J. J. RISING, W. J. DAVIS, and C. S. WILLEY In AGARD Active Control Systems: Rev., Evaluation and Projections 18 p (SEE N85-27883 17-08) Mar. 1985 refs (Contract NAS1-15326)

Avail: NTIS HC A17/MF A01 CSCL 01C

The application of relaxed static stability was studied under a program to determine ways of improving the energy efficiency in current and future transport aircraft. Pitch active control systems (PACs) were developed for application in the near term to current aircraft and in the next generation to advanced aircrft of the future. Analyses identified potential drag benefits of: (1) 2% for current transport aircraft with neutral stability; and (2) as much as 17% for next generation aircraft with high aspect ratio supercritical wings which must operate 10 to 15% statistically unstable to achieve optimum performance. Flight test evaluations of the near-term PACs were conducted to a 3% mean aerodynamic chord (MAC) negative static margin on a Lockheed L-1011 aircraft. The advanced PACs was demonstrated to a 20% MAC negative static margin on a piloted visual motion simulator at the NASA Langley Research Center. Test results for both systems showed flying qualities characteristics as good as current conventional aircraft.

N85-27899# Messerschmitt-Boelkow-Blohm G.m.b.H., Hamburg (West Germany). Transport Aircraft Div.
REALISATION OF RELAXED STATIC STABILITY ON A

COMMERCIAL TRANSPORT

U. P. GRAEBER In AGARD Active Control Systems: Evaluation and Projection 11 p (SEE N85-27883 17-08) 1985 refs

Avail: NTIS HC A17/MF A01

The requirements of some airlines to increase the fuel capacity of a given transport aircraft led to a combined solution of an additional tank and the application of relaxed static stability. Some steps that led to the final solution are reviewed and some of its problems and benefits are shown.

N85-27900*# National Aeronautics and Space Administration. Ames Research Center, Moffett Field, Calif. ACTIVE CONTROL TECHNOLOGY EXPERIENCE WITH THE

SPACE SHUTTLE IN THE LANDING REGIME

B. G. POWERS In AGARD Active Control Systems: Evaluation and Projections 9 p (SEE N85-27883 17-08) Mar.

Avail: NTIS HC A17/MF A01 CSCL 01C

The shuttle program took on the challenge of providing a manual landing capability for an operational vehicle returning from orbit. Some complex challenges were encountered in developing the

longitudinal flying qualities required to land the orbiter manually in an operational environment. Approach and landing test flights indicated a tendency for pilot-induced oscillation near landing. Changes in the operational procedures reduced the difficulty of the landing task, and an adaptive stick filter was incorporated to reduce the severity of any pilot-induced oscillatory motions. Fixed-base, moving-base, and in-flight simulations were used for the evaluations, and in general, flight simulation has been the only reliable means of assessing the low-speed longitudinal flying qualities problems. Overall, the orbiter control system and operational procedures have produced a good capability for routinely performing precise landings in a large, unpowered vehicle with a low lift-to-drag ratio. Author

N85-27901# London Univ. (England). THE AERODYNAMICS OF CONTROL

A. D. YOUNG In AGARD Active Control Systems: Evaluation and Projections 17 p (SEE N85-27883 17-08)

Avail: NTIS HC A17/MF A01

Traditional forms of control, novel forms developed to deal with flight conditions where the traditional forms lose effectiveness, and direct force controls are reviewed. Dynamic effects, missile controls and computational methods for predicting the aerodynamic characteristics of controls (or motivators) are briefly discussed. Finally, comments are offered on major areas calling for future

National Aeronautics and Space Administration. N85-27902*# Langley Research Center, Hampton, Va.

ACTIVE CONTROL LANDING GEAR FOR GROUND LOAD ALLEVIATION

J. R. MCGEHEE and D. L. MORRIS (AFWAL) In AGARD. Active Control Systems: Rev., Evaluation and Projections 12 p (SEE

N85-27883 17-08) Mar. 1985 refs
Avail: NTIS HC A17/MF A01 CSCL 01C
Results of analytical and experimental investigations of a series-hydraulic active control landing gear show that such a gear is feasible when using existing hardware and is very effective in reducing loads, relative to those generated by a conventional (passive year) gear, transmitted to the airframe during ground operations. Analytical results obtained from an active gear, flexible aircraft, take-off and landing analysis are in good agreement with experimental data and indicate that the analysis is a valid tool for study and initial design of series-hydraulic active control landing gears. An analytical study of a series-hydraulic active control main landing gear on an operational supersonic airplane shows that the active gear has the potential for improving the dynamic response of the aircraft and significantly reducing structural latigue damage during ground operations

N85-27903# Office National d'Etudes et de Recherches

Aerospatiales, Paris (France).
WING BUFFETING ACTIVE CONTROL TESTING ON A
TRANSPORT AIRCRAFT CONFIGURATION IN A LARGE SONIC WINDTUNNEL

R. DESTUYNDER In AGARD Active Control Systems: Rev. Evaluation and Projections 10 p (SEE N85-27883 17-08) Mar 1985 refs In FRENCH; ENGLISH summary

Avail: NTIS HC A17/MF A01

A large half-model, duplicating the structural characteristics of a typical civil transport aircraft, was developed to study the unsteady response of active flaperons in the ONERA/S1 Modane Sonic Tunnel. The buffeting envelope results at large angles of attack or large Mach numbers were analyzed and the structural response to the buffeting phenomena was damped by introducing unsteady aerodynamic forces generated by the active flaperons. Thus a multicontrol system, operating on the various eigen modes of the wing structure was applied. Significant reduction of the consequences of this buffeting, both structural strain (fatigue) and airframe motion (comfort), were obtained, which could be translated into an effective widening of the usable flight envelope.

N85-27904# British Aerospace Public Ltd. Co., Brough (England). Aircraft Group

A MODULAR DISSIMILAR REDUNDANT COMPUTER DESIGNED FOR HIGH INTEGRITY CONTROL

S. M. WRIGHT and R. G. BURRAGE (Lucas Aerospace Limited) In AGARD Active Control Systems: Rev., Evaluation and Projections 8 p (SEE N85-27883 17-08) Mar. 1985 refs Avail: NTIS HC A17/MF A01

Digital circuits present considerable testing problems since to prove the correct operation of the logic, each possible logical state has to be shown to function as expected. As digital VLSI designs become more complex, this absolute proof of design and manufacturing correctness has become impossible. In order to apply these devices in full authority high integrity control systems suitable precautions must be taken to avoid the consequences should such a common mode data dependant error be encountered. A pseudo code based dissimilar modular multiprocessor design is described as a possible routine way of applying dissimilar techniques at minimum cost. The pseudo code approach is shown to have advantages for the production of an integrated software support environment and the modularity is shown to allow a number of possible control system architecture developments. These are analyzed using a safety map approach and conclusions drawn.

National Aerospace Lab., Amsterdam N85-27905# (Netherlands)

HOW TO HANDLE FAILURES IN ADVANCED FLIGHT CONTROL SYSTEMS OF FUTURE TRANSPORT AIRCRAFT

M. VANGOOL In AGARD Active Control Systems: Evaluation and Projections 11 p (SEE N85-27883 17-08)

Avail: NTIS HC A17/MF A01

Indications exist that future transport aircraft will be designed according to active control technology concepts, using fly-by-wire flight control systems. Some philosophical considerations on the treatment of failures in these advanced flight control systems are given both from the industry and from the certification authorities point of view. It is concluded that early cooperation of parties involved is of utmost importance. Some results of an exploratory simulator investigation directed at the pilot appreciation of degradation in the aircraft handling qualities after failures in the primary flight control system are included. One of the problems encountered was large variability of the pilot ratings. The existing handling qualities criteria can be shown to have difficulty in explaining the pilot rating trend.

Avions Marcel Dassault-Breguet Aviation. N85-27906# Saint-Cloud (France). Div des Etudes Avancees.

THE INTERACTIVE GENERATION OF SPECIFICATIONS FOR AN ONBOARD SOFTWARE SERIES (GISELE) | GENERATION INTERACTIVE DE SPECIFICATIONS D'ENSEMBLE LOGICIEL EMBARQUE (GISELE)

CHOPLIN and D. BEURRIER In AGARD Active Control Systems: Rev., Evaluation and Projections 11 p (SEE N85-27883) 17-08) Mar. 1985 refs in FRENCH Avail: NTIS HC A17/MF A01

GISELE is a software tool designed to be used for establishing software specifications for onboard systems which require a very high level of security. This interactive tool permits the design and editing of specifications in an appropriate language as well as the design of a very complete group of tests under the specifications. In addition, GISELE provides an aid to management and modification of specifications, and contributes a method for the means for the design and preparation of tests of the software constructed from these specifications. Transl. by A.R.H.

N85-27907# Societe Nationale Industrielle Aerospatiale. Toulouse

CERTIFYING COMPLEX DIGITAL SYSTEMS ON CIVIL AVIATION AIRCRAFT (CERTIFICATION DES SYSTEMES DIGITAUX COMPLEXES A BORD D'AVIONS CIVILS!

P. TOULOUSE In AGARD Active Control Systems: Rev.

P. TOULOUSE In AGARD Active Control Systems: Evaluation and Projections 12 p (SEE N85-27883 17-08) 1985 In FRENCH

Avail: NTIS HC A17/MF A01

The certification of equipment using digital techniques creates a delay with regards to demonstrating the security level because the software which controls these systems is subject to a new category of definition errors which are not present in analog systems. The demonstration of an acceptable level of security is applied in a qualitative manner considering together a total analysis equipment faults, a process of verifying the software in relation to the criticality of the function provided by the equipment using the software, and, if necessary, by architectural precautions which provide freedom from the consequences of eventual latent software errors or of not easily predicted failure modes of equipment. The effort should be reflected in documentation acknowledged as acceptable by all parties to the certification.

N85-27908# Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany).

THE FLIGHT CONTROL SYSTEM FOR THE EXPERIMENTAL AIRCRAFT PROGRAMME (EAP) DEMONSTRATION AIRCRAFT H. J. KAUL, F. SELLA (Aeritalia, Turin), and M. J. WALKER (British Aerospace P.L.C., Preston, England) In AGARD Active Control Systems: Rev., Evaluation and Projections 16 p (SEE N85-27883 17-08) Mar. 1985 refs

Avail: NTIS HC A17/MF A01

The EAP is designed to be a highly maneuverable combat aircraft with a primary role of air superiority and a secondary role of ground attack. The performance capability is optimized by making the aircraft both longitudinally and directionally aerodynamically unstable in parts of the flight envelope. This requires artificial stabilization which is provided by the flight control system (FCS). The control laws also include control of angle of attack to prevent departure and spin, and features to safeguard the structure, to give a carefree maneuvering capability. The FCS is a full time fly by wire system based upon quadruplex digital computing and duo-duplex primary actuation, requiring no facility for reversion to back up or mechanical control. The system includes an extensive preflight test capability which checks that the system is fully operational prior to flight. It is designed to have a very high level of integrity; the design aim is to achieve a safety critical failure rate of less than 1.0 x 10 to the -6 power per flight hour. Author

N85-27909# Boeing Military Airplane Development, Seattle, Wash

AUTOMATIC FLIGHT CONTROL MODES FOR THE AFTI/F-111
MISSION ADAPTIVE WING AIRCRAFT

M. R. EVANS, R. J. HYNES, D. C. NORMAN, and R. E. THOMASSON In AGARD Active Control Systems: Rev., Evaluation and Projections 13 p (SEE N85-27883 17-08) Mar. 1985

Avail: NTIS HC A17/MF A01

The advanced fighter technology integration F-111 mission adaptive wing (AFTI/F-111 MAW) is a joint Air Force and NASA Program that involves equipping an experimental F-111 aircraft with a variable camber wing and control modes that utilize the capabilities of this advanced technology wing. These new control modes are both manual and automatic modes that use variable camber to increase the performance of the aircraft. The automatic modes that have been added are: (1) maneuver camber control (MCC) - varies the camber to maximize lift/drag (L/D); (2) cruise camber control (CCC) - varies the camber to maximize horizontal velocity using an online optimization technique; (3) maneuver load control (MLC) - directly controls wing root bending moment once a threshold has been exceeded; and (4) maneuver enhancement and gust alleviation (ME/GA) - generates variable camber and horizontal tail commands to increase the maneuver response of the aircraft to pilot inputs and reduce the gust induced normal acceleration. These modes were integrated with the existing F-111 command augmentation system in a dual digital fail safe control system configuration for flight testing. Author

N85-27910# Air Force Wright Aeronautical Labs., Wright-Patterson AFB, Ohio.
THE STOL AND MANEUVER TECHNOLOGY PROGRAM INTEGRATED CONTROL SYSTEM DEVELOPMENT

D. J. MOORHOUSE and D. R. SELEGAN In AGARD Active Control Systems: Rev., Evaluation and Projections 10 p (SEE N85-27883 17-08) Mar. 1985 refs Avail: NTIS HC A17/MF A01

A technology demonstration program was initiated to flight validate and mature near-term technologies applicable to adding STOL capability to a supersonic fighter, with a goal of also

enhancing combat mission performance using the same technologies. A key technology is the development of a control system to integrate flight, propulsion, braking and steering controls. The STOL and Maneuver Technology Demonstration Program is defined with emphasis on the control system development. Many design options are available for such a system and criteria are not well defined. The expected benefits and problems of the control system development, the design options, the status of control system and flying qualities design criteria and the specific approach taken in defining program requirements are discussed. Finally, the expected contribution to future aircraft designs is examined.

Author

N85-27911# Westland Aircraft Ltd., Yeovil (England). Systems Technology.

THE EVOLUTION OF ACTIVE CONTROL TECHNOLOGY SYSTEMS FOR THE 1990'S HELICOPTER
G. C. F. WYATT In AGARD Active Control Systems: Rev.,

G. C. F. WYATT In AGARD Active Control Systems: Rev., Evaluation and Projections 11 p (SEE N85-27883 17-08) Mar. 1985 refs

Avail: NTIS HC A17/MF A01

The primary flight control system requirements for both military and civil helicopters operating in the 1990's are reviewed and a rationale for system architectures which maximize the common features of military and civil active control systems is proposed. While the need for caution is recognized if system performance is not to be compromised through an unbalanced application of the methodology, substantial cost and weight savings are predicted. The particularly demanding problems of the avoidance of common mode system faults in a civil application are addressed and a solution to these problems is proposed.

N86-20399# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). Guidance and Control Panel

FAULT TOLERANT HARDWARE/SOFTWARE ARCHITECTURE FOR FLIGHT CRITICAL FUNCTION

Loughton, England Sep. 1985 146 p refs Lecture series held at Edwards AFB, Calif., 1-2 Oct. 1985, in Copenhagen, Denmark, 17-18 Oct. 1985, and in Athens, Greece, 21-22 Oct. 1985

(AGARD-LS-143; ISBN-92-835-1510-2; AD-A161950) Avail: NTIS HC A07/MF A01

This Lecture Series is intended to provide basic concepts and theories in the design of fault-tolerant architectures for flight critical systems. It is intended to cover experience with flight tested fly-by-wire systems as well as issues in redundancy management of synchronous and asynchronous approaches. It will specifically address the individual aspects of software fault tolerance, actuation fault tolerance, reliable data communication, and multi-computer operation using the Ada language. For individual titles see N86-20400 through N86-20409.

N86-20400# Honeywell Systems and Research Center, Minneapolis, Minn.

INTRODUCTION TO LECTURE SERIES NO. 143: FAULT TOLERANT HARDWARE/SOFTWARE ARCHITECTURES FOR FLIGHT CRITICAL FUNCTIONS

G. L. HARTMANN In AGARD Fault Tolerant Hardware/Software Architecture 3 p (SEE N86-20399 11-08) Sep. 1985 refs Avail: NTIS HC A07/MF A01

Modern weapon systems, driven by escalating performance demands, are becoming complex and sophisticated. Demands for higher accuracy, improved reliability/survivability, all-weather operation, and more automation are placing increased emphasis on the control function. Nowhere is this increased emphasis more evident than in the control functions required in advanced aircraft systems. Due to the expanded role of automation many functions are becoming flight-critical (i.e., loss of this function is catastrophic). Flight critical architectures are more complex than fault-tolerant computers. In addition to airborne computers, overall reliability depends on proper design and management of: (1) Sensors and their interfaces; (2) Actuation elements; and (3) Data communication along the distributed elements. Previous NATO-AGARD publications have dealt with related aspects of this subject. This lecture series covers experience with flight tested fly-by-wire systems as well as issues in redundancy management of synchronous and asynchronous systems. It specifically

addresses software fault tolerance, actuation fault tolerance, reliable data communications, and multi-computer operation using the Ada language.

Author

N86-20401# Marconi Avionics Ltd., Rochester (England). Flight Controls Div.

DIGITAL FLY-BY-WIRE EXPERIENCE

A. D. HILLS /n AGARD Fault Tolerant Hardware/Software Architecture 8 p (SEE N86-20399 11-08) Sep. 1985 refs Avail: NTIS HC A07/MF A01

A description of two recent GEC Avionics (GAv) systems is included: (1) A310 Slats and Flaps Control System; and (2) Jaguar FBW Demonstrator Flight Control System. Particular reference is made to the architecture of the computers and embedded software. Data is included on the two different system design requirements, especially those relating to integrity and availability. Emphasis is placed on the reasons for selecting dissimilarity, as an implementation philosophy, for the A310 system, as against the multiple similar Jaguar demonstrator architecture. The paper then provides a brief description of the design and development program for the two computer units with emphasis on lessons learned, specially in the software areas. The aspects of the system and computer design involved with maintainability and reliability are detailed and current in-service experience discussed where applicable. Conclusions are drawn particularly on dissimilarity, highlighting lessons learned from these successful FBW programs. A potential method of providing software fault tolerance within a dissimilar implementation is discussed and preliminary results of a GEC research program in this area provided.

N86-20402# Massachusetts Inst. of Tech., Cambridge. Lab. for Computer Science.

REDUNDANCY MANAGEMENT OF SYCHRONOUS AND ASYNCHRONOUS SYSTEMS

G. M. PAPADOPOULOS In AGARD Fault Tolerant Hardware/Software Architecture 15 p (SEE N86-20399 11-08) Sep. 1985 refs

Avail: NTIS HC A07/MF A01

While asynchronous systems may initially appear attractive due to the uncoupling the channels, the cross-channel interactions are much greater than what might be expected. Both synchronous and asynchronous systems share the burden of cross-channel consistency maintenance, the requirement that inputs and internal states are not allowed to diverge too far from each other. In fact, consistency maintenance often dominates the engineering process in a correctly designed system. In asynchronous systems, consistency maintenance takes the form of cross-channel equalization along with techniques for handling discrete changes operating mode. In synchronous systems, consistency maintenance is implemented with source congruence algorithms. Synchronous and asynchronous systems must both support reliable resolution of redundant channel outputs, the process of isolating correct effectuator commands from faulty ones. A correctly designed synchronous system may rely on exact bit-for-bit voting to isolate faulty channels, while an asynchronous system must employ more heuristic means such as threshold and reasonableness tests. This research concludes that data synchronous principle is the approach of choice, the systems provide general purpose vehicles on which increasingly complex and diverse flight critical applications may execute.

N86-20403# Newcastle-upon-Tyne Univ. (England). Computing Lab.

SOFTWARE FAULT TOLERANCE EXPERIMENTS

T. ANDERSON and P. A. BARRETT In AGARD Fault Tolerant Hardware/Software Architecture 5 p (SEE N86-20399 11-08) Sep. 1985 refs Sponsored in part by UK Science and Engineering Research Council and by the Ministry of Defence Avait: NTIS HC A07/MF A01

A major experimental program has been undertaken in order to evaluate the effectiveness of software fault tolerance techniques in practical systems. This paper presents the results of phases two and three of these experiments, which indicate that the techniques can significantly enhance software reliability. The particular application used for these experiments was a naval command and control system, thus confirming that software fault tolerance can be successfully utilized in critical real-time systems.

N86-20404# Newcastle-upon-Tyne Univ. (England). Computing Lab.

CAN DESIGN FAULTS BE TOLERATED?

T. ANDERSON In AGARD Fault Tolerant Hardware/Software Architecture 5 p (SEE N86-20399 11-08) Sep. 1985 refs
Avail: NTIS HC A07/MF A01

The fault tolerant approach to building a reliable system acknowledges that perfection is impossible (or at best, very expensive) and therefore tries to cope with the consequences of residual defects within the system. Fault tolerance has an established role in detecting and masking component faults in hardware systems, but has also been advocated as a defense against deficiencies of design. This paper argues, in question and answer format, the case for adopting design fault tolerance techniques in practical systems.

N86-20405# Laboratoire d'Automatique et d'Analyse des Systemes, Toulouse (France).

DEPENDABLE AVIONIC DATA TRANSMISSION

D. R. POWELL and J. C. VALADIER In AGARD Fault Tolerant Hardware/Software Architecture 19 p (SEE N86-20399 11-08) Sep. 1985 refs Sponsored in part by Direction des Recherches, Etudes et Techniques. Prepared in cooperation with Crouzet Aerospace and Systems, Valence, France, and Electronique Serge Dassault, St. Cloud, France

Avail: NTIS HC A07/MF A01

This paper outlines the major constraints imposed on the design of dependable local area networks for avionic systems and underlines the essential differences in requirements that exist with respect to those of ground-based (civil) LANs. The different choices available to the system designer are then discussed: technology (electrical or optical), architecture (bus or loop), general philosophy (centralized or decentralized), medium access control (competition or consultation). The paper then goes on to summarize two different and independent avionic LAN research projects; one which focusses on fault and damage-tolerance and the other on high-speed.

N86-20406# Honeywell Systems and Research Center, Minneapolis, Minn.

MULTI-COMPUTER FAULT TOLERANT SYSTEMS USING ADA W. L. HEIMERDINGER In AGARD Fault Tolerant Hardware/Software Architecture 8 p (SEE N86-20399 11-08) Sep. 1985 refs

Avail: NTIS HC A07/MF A01

Ada will be the language of choice for a number of flight critical applications in the future. Ada incorporates a number of constructs to aid in constructing reliable software, including packages and private data types to manage the visibility of data and strong typing to control the values and operations that can be applied to a data object. Ada also provides constructs to assist in the construction of fault tolerant software. These include tasks and the Ada mechanisms for synchronizing and communicating between tasks, for exception handling and for timing. These mechanisms rely to a large degree on an Ada run time kernel, a set of routines to provide Ada features that can only be implemented while the application program is running. Since multiple computer architectures are often used for fault tolerant systems, the implementation of Ada software for multiple computers is an important consideration. Two ongoing projects illustrate the range of options for distributing Ada software on multiple computers. The first approach, which creates a separate Ada program for each computer, makes the least demands on the Ada compiler and run time software. The second approach, which treats all software for a multiple computer system as a single Ada program, requires a specialized Ada compiler and special distributed run time support routines, but separates software partitioning from the application programming.

N86-20407# Massachusetts Inst. of Tech., Cambridge. Lab. for Computer Science.

DESIGN ISSUES IN DATA SYNCHRONOUS SYSTEMS

G. M. PAPADOPOULOS In AGARD Fault Tolerant Hardware/Software Architecture 12 p (SEE N86-20399 11-08) Sep. 1985 refs

Avail: NTIS HC A07/MF A01

Fault tolerant data synchronous systems are ones where the outputs of all correctly operating redundant channels are

guaranteed to bit-for-bit agree, independent of whether the channels are clock, instruction or frame synchronous. Data synchronous systems offer a form of fault tolerant processing capable of correctly supporting a very general class of programs. In fact, the redundancy becomes relatively transparent to the programmer of applications for data synchronous systems, making them ideally suited for complex, algorithmically intensive programs that would be otherwise impossible to support. The various aspects of the design of correct data synchronous systems are examined in detail. These include: Source consistency, the requirement that all correctly operating channels receive precisely the same inputs, Event synchronization, the problem of keeping the time skew between channels within predetermined bounds, as well system initialization. The unsolved problem of latent faults is also presented along with the need for self-test heuristics. Sequential fault tolerant and parallel fault tolerant approaches are contrasted for systems requiring protection from multiple faults. Both hardware and software solutions to these problems are given, emphasizing system performance and economy. The paper concludes with the application of these techniques to the design of triplex failoperational and quadruplex and dual-dual fail-operationalfail-operational systems.

N86-20408# Northrop Corp., Hawthorne, Calif. Aircraft Div. DIGITAL FAULT-TOLERANT FLIGHT ACTUATION SYSTEMS H. H. BELMONT In AGARD Fault Tolerant Hardware/Software Architecture 19 p (SEE N86-20399 11-08) Sep. 1985 (Contract F33615-80-C-3623)

(AFWAL-83-3041) Avail: NTIS HC A07/MF A01 A study was made of the equipments making up a typical

flight control actuation system (servo electronics, servo valves, actuators and transducers) to determine where digital technology could replace analog technology for the purpose of providing a more fault-tolerant flight control actuation system. The investigation involved an analysis of where digital-to-analog conversion should take place between the light control computer and the analog control surface, and led to an evaluation of several architectural design issues. Among these were how to functionally partition the system, where to locate the servo electronics, the adequacy of military standard serial bus systems for control (versus data) applications, and the feasibility of providing electronics which could survive severe environments. Several actuation system configurations were evaluated. This led to recommending, as the best development prospect, a locally integrated actuation system consisting of servo electronics, servo valves, actuators, and transducers, interfacing with a digital flight control computer over a serial bus

N86-20409# Honeywell Systems and Research Center, Minneapolis, Minn.

DESIGN VALIDATION OF FLY-BY-WIRE FLIGHT CONTROL

G. L. HARTMANN, J. E. WALL, JR., and E. R. RANG In AGARD Fault Tolerant Hardware/Software Architecture 17 p (SEE N86-20399 11-08) Sep. 1985 refs Avail: NTIS HC A07/MF A01

This paper addresses the problem of design validation of fault tolerant architectures. Finite-state machines are used to formally specify flight control functions. Their application is not new to engineering practice in flight control. However, it is believed that their systematic and formal use to form the structure of the system specification will be an aid in the design phase and in the validation phase. Examples are used to illustrate their application to flight control specifications. The second portion of this paper is concerned with the problem of testing highly reliable systems. Models based on fault-trees in the early definition phase of estimating reliability are used to design tests to be performed at the iron bird state (hardware in-the-loop). Confidence in the overall system reliability is derived from a combination of component life-tests and a careful evaluation of the faults that the system is designed to accommodate without loss of control.

09

RESEARCH AND SUPPORT FACILITIES (AIR)

Includes airports, hangars and runways; aircraft repair and overhaul facilities; wind tunnels; shock tube facilities; and engine test blocks.

N83-29276# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

SURVEY OF MISSILE SIMULATION AND FLIGHT MECHANICS FACILITIES IN NATO

W. M. HOLMES (Army Missile Command, Redstone Arsenal, Ala.) 1982 103 p

(AD-A128440; ISBN-92-835-1448-3; AGARD-AG-279) Avail: NTIS HC A06/MF A01

A survey of missile system simulation facilities was conducted. Information from this task addresses missile system and subsystem simulation capabilities, methodology of simulation development, simulation model verification and validation. In addition, approaches and procedures were recommended that would enhance cooperative development of missile system simulation, test and evaluation as related to missile system flight mechanics.

N83-29277# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

PROCEEDINGS OF THE AGARD FLUID DYNAMICS PANEL SPECIALISTS MEETING ON WALL INTERFERENCE IN WIND **TUNNELS Technical Evaluation Report**

T. W. BINION, JR. (Calspan Field Services, Inc., Arnold AFS, Proc. held in London, 19-20 May 12 p refs Submitted for publication

(AGARD-AR-190; AGARD-CP-335; ISBN-92-835-1447-5; AD-A130883) Avail: NTIS HC A02/MF A01

The effects of wind tunnel wall interference are studied. Endeavors were undertaken to learn how to correct wind tunnel data or to reduce the wall induced interference. Successful efforts are largely limited to solid wall, low speed situations. The invention of ventilated wall tunnels did much to reduce the tunnel boundary induced interferences, and the adaptive wall concept promises to finally provide a test environment with neglibible wall interference.

N83-30438°# National Aeronautics and Space Administration, Washington, D.C.

WEATHER HAZARD SIMULATION IN THE MODANE WIND-TUNNELS

G. FASSO, G. LECLERE, and F. CHARPIN Apr. 1983 refs Transl. into ENGLISH of "Simulation des Intemperies dans les Souffleries de Modane" rept. AGARD-CP-174 Paris Mar 1976 8 p. Fluid Dyn. Panel Symp. held in London, 6-8 Oct. 1975 Document was also announced as N76-25244 Transl. by Kanner (Leo) Associates, Redwood City, Calif. (Contract NASW-3541)

(NASA-TM-77069; NAS 1.15:77069; AGARD-CP-174) Avail: NTIS HC A02/MF A01 CSCL 14B

Specially designed wind tunnel setups make it possible to simulate various weather hazards, in an imperfect but systematic manner. Systems installed in the Modane wind tunnels for rain and icing tests are described. A qust simulator being developed is also discussed.

N84-25723# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

OPERATIONAL AND PERFORMANCE MEASUREMENT ON

ENGINES IN SEA LEVEL TEST FACILITIES

Loughton, England Mar. 1984 176 p refs Lecture held in Rome, 26-27 Apr. 1984, in Ankara, Turkey, 30 Apr. - 1 May 1984, and in Athens, 3-4 May 1984

(AGARD-LS-132; ISBN-92-835-0350-3; AD-A144211) Avail:

NTIS HC A09/MF A01

This Lecture Series considers all the basic features of turbojets and turbofan testing. In the introduction, test cell design is set in historical perspective with brief descriptions of the test arrangement and instrumentation used to test the early jet engines. The way in which these have evolved to modern designs is outlined. Three

typical uses for sea level test beds, routine proof testing following overhaul, performance evaluation for type certification and general development testing are described and covered in detail by specialist lectures. One lecture is devoted specifically to turboprop testing. Instrumentation and data handling are dealt with in two lectures, one covering measurement techniques and the other covering data acquisitions and handling. One lecture is devoted to the derivation of the performance of the engine from the test bed measurements. For individual titles, see N84-25724 through N84-25731

N84-25724# Ashwood (P. F.), Farnham (England).
OPERATION AND PERFORMANCE MEASUREMENT ON
ENGINES IN SEA-LEVEL TEST FACILITIES: INTRODUCTION
AND GENERAL SURVEY

P. F. ASHWOOD In AGARD Operational and Performance Meas. on Eng. in Sea Level Test Facilities 15p (SEE N84-25723 16-09) Mar. 1984

Avail: NTIS HC A09/MF A01

Several aspects of sea level testing are reviewed to provide an introduction and background to the specialist papers which make up this Lecture Series. The review commences by setting cell design in historical perspective and considering the facilities that were used in the UK to test the early jet engines. A more modern cell, the Glen Test House at Pyestock, is described in detail because its design contains all the basic features required for testing turbojets and turbofans. Attention is drawn to two areas where the original Glen systems have been enhanced to meet modern requirements: the instrumentation and the method of measuring thrust. Three typical uses for sea level test beds, routine proof testing, performance evaluation and general development testing, are each briefly described and their influence on test bed and instrumentation requirements discussed. Instrumentation is considered only in outline because of its highly specialist nature, but attention is drawn to the need for the data output to be presented in easily assimilated form, particularly when processing is carried out on line. Finally an account is given of an investigation made at Pyestock under the author's direction to examine the aerodynamic factors which influence thrust measurement. As published information on this topic is still extremely limited, and in view of its relevance to the present Lecture Series, the opportunity has been taken to make the results of these tests more widely available. Author

N84-25725# Ecole Royale Militaire, Brussels (Belgium).
AERO/THERMODYNAMIC AND ACOUSTIC CONSIDERATIONS
IN THE DESIGN OF TEST-BEDS FOR TURBOJETS AND
TURBOFANS

R. JACQUES In AGARD Operational and Performance Meas. on Eng. in Sea Level Test Facilities 23p (SEE N84-25723 16-09) Mar. 1984 refs

Avail: NTIS HC A09/MF A01

The testing of noninstalled engines or trimming of engines installed on aircraft has to be performed in closed test beds on most of the airfields. The lecture starts with a general presentation of the closed test bed and the layout of the buildings. The thermodynamic equations for the calculation of the air and waterflows needed for the cooling of the hot gases ejected by the turbojet are established. These flows are a function of the thermodynamic performance parameters of the engine, and the maximum value of the temperature allowed by the materials used in the exhaust. Correct measurement of the thrust imposes restrictions on the aerodynamics of the flow such as speeds and depression in the test room. The required air flow enables us to determine the cross section of the test room. The choice of a test bed with one or two air intakes depends on the airflows. The aerodynamic equations must be established in order to calculate approximately the airflows through the test bed. The airflows are functions of the cross sectional areas of intake and exhaust stacks, ejector, flow loss coefficients and such engine parameters as thrust, temperatures and airflow. Noise reduction in the surrounding environment is the first aim of the test bed designer. The allowable noise level imposed by the user depends on the location and the orientation of the test cell, and the distances from residential buildings, offices or workshops.

N84-25726# Rolls-Royce Ltd., Bristol (England). Dept. of Developmental Engineering.

DEVELOPMENT TESTING: USE OF SEA LEVEL TEST BEDS AND RIGS

M. H. BEANLAND /n AGARD Operational and Performance Meas. on Eng. in Sea Level Test Facilities 6p (SEE N84-25723 16-09) Mar. 1984
Avail: NTIS HC A09/MF A01

An in-depth description is given of the types of development programs used in the testing of jet engines in sea level test facilities. Types of development tests include: piece parts level testing; module level testing; spool level testing; full engine level testing; and integrity testing.

N84-25727# Pratt and Whitney Aircraft, West Palm Beach, Fia. Dept. of Test Instrumentation.

INSTRUMENTATION TECHNIQUES IN SEA LEVEL TEST FACILITIES

C. E. CRONIN *In* AGARD Operational and Performance Meas. on Eng. in Sea Level Test Facilities 10p (SEE N84-25723 16-09) Mar. 1984 refs

Avail: NTIS HC A09/MF A01

This paper describes the application of instrumentation used during testing of turbojet and turbofan engines in sea level test facilities. The operating principal of various transducer types are discussed along with errors encountered and techniques used for calibration. A brief description of systems used for data acquisition, monitoring of engine health, and ensuring safety of the engine under test is also presented. It is the intention of this paper to present general information in the application of instrumentation devices and systems for the benefit of individuals with limited experience in the field of instrumentation. It discusses some, but by no means all, of the measurement techniques practiced in the engine development process. A selection of references is provided for those interested in reading further.

N84-25728# National Research Council of Canada, Ottawa (Ontario). Div. of Mechanical Engineering.
PERFORMANCE DERIVATION OF TURBOJETS AND

TURBOFANS FROM TESTS IN SEA-LEVEL TEST CELLS

D. M. RUDNITSKI In AGARD Operational and Performance
Meas. on Eng. in Sea Level Test Facilities 22p (SEE N84-25723

16-09) Mar. 1984 refs

Avail: NTIS HC A09/MF A01

To most users of aircraft jet engines, the definition of engine performance means the thrust level, and the fuel consumption required to generate it. Just as important, however, is mechanical performance, as an engine may meet the thrust requirement, yet lack sufficient mechanical integrity. The operator must therefore have some means of quantifying engine performance before he can pronounce it as healthy. This type of routine testing is generally conducted in an enclosed ground level test bed. During an engine test, data are recorded at several power settings, corrected for cell effects, and compared against manufacturer's supplied curves to determine actual performance. If an engine was tested on an outdoor stand, under zero wind conditions, the measured thrust, corrected for instrument error, would be the true engine thrust. The act of bringing the engine into an enclosed facility has an effect on measured engine performance. The procedure for quantifying this effect, sometimes called establishing a cell factor, is usually done by correlating the customer's facility to the manufacturer's standard test cell using a gold plated engine. This paper describes the types of measurements, performance parameters, and methods of data presentation for a correlation program. Author

N84-25729# Motoren- und Turbinen-Union Muenchen G.m.b.H. (West Germany).

TESTING OF TURBOSHAFT ENGINES

M. D. WUNDER In AGARD Operational and Performance Meas. on Eng. in Sea Level Test Facilities 11p (SEE N84-25723 16-09) Mar. 1984

Avail: NTIS HC A09/MF A01

Safety in flying is of paramount importance. The high standard of the theoretical principles behind research and design and quality measures during production on their own are not sufficient for guaranteeing adequate safety. Therefore testing of components and engines before installation in aircraft is still required. It may

prove possible to reduce the extent of testing, based on more sophisticated evaluation methods and testing techniques. Modular designed engines may be tested even less in the future, if the effect of specific replaced modules is well understood. This lecture is concerned with engine development, manufacturing and maintenance

N84-25730# Royal Aircraft Establishment, Farnborough (England). Test Operations Div

DATA ACQUISITION AND PROCESSING IN SEA-LEVEL TEST **BEDS**

M. HOLMES, P. G. BOOKER, and B. M. WATTS In AGARD Operational and Performance Meas, on Eng. in Sea Level Test Facilities 17p (SEE N84-25723 16-09) Mar. 1984 Avail: NTIS HC A09/MF A01

This lecture presents an overview of modern day data acquisition display in sea level test beds, and to aid an understanding of the subject it has been conveniently divided into several sections, each of which covers a particular aspect of the overall process. Starting at the engine, or perhaps within it, a physical quantity such as pressure or temperature has to be converted into an analogue of its value and then transmitted to the control room where its value can be displayed to the test engineer as well as being recorded for later analysis. Thus the lecture first of all discusses the range of parameters that may need to be measured on a test engine and the nature of the signals which are output by the measuring devices. Next, the question of signal transmission is dealt with, and here the importance of preventing noise from degrading the transmitted signal is described. This is followed by a section on the important aspect of measurement calibration. Finally, the methods whereby signals are collected, stored and displayed are given some attention. In each section mention is made of the increasingly important role of microprocessors, particularly for data reduction, data analysis and monitoring of test data.

N84-25731# Royal Air Force, Barry (England) UNINSTALLED AERO ENGINE TESTING IN OPERATION IN THE **ROYAL AIR FORCE**

J. A. ROWLAND, B. SCOFIELD, C. HAYNES, and C. BROAD. In AGARD Operational and Performance Meas, on Eng. in Sea Level Test Facilities 19p (SEE N84-25723 16-09) Mar. 1984 Avail: NTIS HC A09/MF A01

The RAF started with Avon and Spey Uninstalled Testing Run Up Stands (UTRUS) with limited scope, but soon established firm requirements for the comprehensive UETF facilities which we now have to support Adour and RB199. These have full thrust measurement and comprehensive instrumentation; various are described. Data analysis methods are emphasized including the use of desk top calculators and the advantages gained from ADP and Automated Power Plant Testing (APT). CSDE's work on continuous calibration is described with examples and a brief introduction to their V mask technique. The paper concludes with a description of the RAF Training schemes for UETF Operators. Author

N84-29894 Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

A SURVEY OF BIODYNAMIC TEST DEVICES AND METHODS N. S. NUSSBAUM (Aerospace Medical Research Lab.) 1984 58 p refs (AD-A142467, AGARD-AG-276) Avail NTIS HC A04/MF A01

CSCL 06S

The author has up-dated AGARD Report No. 658 "A Catalogue of Current Impact Devices" to include new/revised facilities, has presented research procedures in use at each facility and described the personnel capabilities available. The information about each facility has been obtained largely from inputs completed by the establishments concerned, technical reports, previous listings and personal visits.

N84-32401# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). Flight Mechanics

FUTURE REQUIREMENTS FOR AIRBORNE SIMULATION

J. BUHRMAN (National Aerospace Lab.) Apr. 1984 17 p. (AGARD-AR-188; ISBN-92-835-1471-8; AD-A145386) Avail: NTIS HC A02/MF A01

Airborne and ground-based flight simulation are complementary techniques widely used in aeronautical research and development. The rapid advances in recent years both in the level of sophistication and in the degree of attainable fidelity for modern ground-based flight simulation systems has, however, called into question the future role of in-flight simulators in the research and development processes. The premise that this role may soon disappear has been addressed by a Subcommittee of the AGARD Flight Mechanics Panel. General purpose airborne simulators and special purpose research aircraft will continue to serve a useful complementary role to the ground-based simulator through the next generation of aircraft development programs.

N84-32402# National Aerospace Lab., Amsterdam (Netherlands). Compressible Aerodynamics Dept.

TECHNICAL EVALUATION REPORT ON THE FLUID DYNAMICS PANEL SYMPOSIUM ON WIND TUNNELS AND TESTING TECHNIQUES

A. ELSENAAR May 1984 13 p refs Symp. held in Cesme, Turkey, 26-29 Sep. 1983 (AGARD-AR-193; ISBN-92-835-1473-4; AD-A146208) Avail:

NTIS HC A02/MF A01 CSCL 14B

Testing techniques and wind tunnels were discussed. New facilities and their performance, design, wind tunnel tests like scale effects and disturbance effect were reported. New developments in cryogenic testing techniques, and refinement of conventional techniques, instrumentation, model design and construction are reported. The increasing impact of computer development on wind tunnel testing is addressed.

N86-20415# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). Fluid Dynamics Panel. SPECIAL COURSE ON CRYOGENIC TECHNOLOGY FOR WIND **TUNNEL TESTING**

408 p Jul. 1985 Loughton, England refs Course held in Rhode-Saint-Genese, Belgium, 22-26 Apr. 1985; sponsored by the Von Karmen Inst. and AGARD

(AGARD-R-722; ISBN-92-835-1506-4; AD-A161833) Avail: NTIS HC A18/MF A01

Following a brief review of the development and early application of cryogenic wind tunnels, the 16 lectures examine the following aspects of cryogenic wind tunnel technology related to the design and operation of cryogenic tunnels: cryogenic engineering and safety, properties of materials at cryogenic temperatures, model design requirements and fabrication techniques, instrumentation for control and data acquisition, data accuracy, productivity, and costs of models and operation. A review of the status of cryogenic wind tunnel projects is also presented. For individual titles see N86-20416 through N86-20431.

N86-20416# Southampton Univ. (England). Dept. of Aeronautics and Astronautics

INTRODUCTION TO CRYOGENIC WIND TUNNELS

M. J. GOODYER In AGARD Special Course on Cryogenic Technology for Wind Tunnel Testing 11 p (SEE N86-20415 11-09) Previously announced in IAA as Jul. 1985 refs N86-12238

Avail: NTIS HC A18/MF A01

The background to the evolution of the cryogenic wind tunnel is outlined, with particular reference to the late 60's/early 70's when efforts we'e begun to re-equip with larger wind tunnels. The problems of providing full scale Reynolds numbers in transonic testing were proving particularly intractible, when the motion of satisfying the needs with the cryogenic tunnel was proposed, and then adopted. The principles and advantages of the cryogenic tunnel are outlined, along with guidance on the coolant needs when this is liquid nitrogen, and with a note on energy recovery. Operational features of the tunnels are introduced with reference to a small low speed tunnel. Finally the outstanding contributions are highlighted on the 0.3-Meter Transonic Cryogenic Tunnel (TCT) at NASA Langley Research Center, and its personnel, to the furtherance of knowlege and confidence in the concept.

N86-20417*# Applied Cryogenics and Materials Consultants, New Castle, Del.

BASIC CRYOGENICS AND MATERIALS

In AGARD Special Course on Cryogenic D. A. WIGLEY Technology for Wind Tunnel Testing 18 p (SEE N86-20415 11-09) Jul. 1985 refs Previously announced in IAA as N85-32215 Sponsored in part by NASA Avail: NTIS HC A18/MF A01 CSCL 13B

The effects of cryogenic temperatures on the mechanical and physical properties of materials are summarized. Heat capacity and thermal conductivity are considered in the context of conservation of liquid nitrogen, thermal stability of the gas stream, and the response time for changes in operating temperature. Particular attention is given to the effects of differential expansion and failure due to thermal fatigue. Factors affecting safety are discussed, including hazards created due to the inadvertent production of liquid oxygen and the physiological effects of exposure to liquid and gaseous nitrogen, such as cold burns and asphyxiation. The preference for using f.c.c. metals at low temperatures is explained in terms of their superior toughness. The limitations on the use of ferritic steels is also considered. Nonmetallic materials are discussed, mainly in the context of their LOX compatibility and their use in the form of foams and fibers as insulatants, seals, and fiber reinforced composites.

N86-20418'# Applied Cryogenics and Materials Consultants, New Castle, Del.

MATERIALS AND TECHNIQUES FOR MODEL CONSTRUCTION D. A. WIGLEY In AGARD Special Course on Cryogenic Technology for Wind Tunnel Testing 19 p (SEE N86-20415 Previously announced in IAA as Jul. 1985 refs N85-31066 Sponsored in part by NASA Avail: NTIS HC A18/MF A01 CSCL 14B

The problems confronting the designer of models for cryogenic wind tunnel models are discussed with particular reference to the difficulties in obtaining appropriate data on the mechanical and physical properties of candidate materials and their fabrication technologies. The relationship between strength and toughness of alloys is discussed in the context of maximizing both and avoiding the problem of dimensional and microstructural instability. All major classes of materials used in model construction are considered in some detail and in the Appendix selected numerical data is given for the most relevant materials. The stepped-specimen program to investigate stress-induced dimensional changes in alloys is discussed in detail together with interpretation of the initial results. The methods used to bond model components are considered with particular reference to the selection of filler alloys and temperature cycles to avoid microstructural degradation and loss of mechanical properties.

N86-20419*# National Aeronautics and Space Administration. Langley Research Center, Hampton, Va. DESIGN AND CONSTRUCTION OF MODELS FOR THE NATIONAL TRANSONIC FACILITY, PART 1

C. P. YOUNG, JR. In AGARD Special Course on Cryogenic Technology for Wind Tunnel Testing 17 p (SEE N86-20415 11-09) Jul. 1985 refs Sponsored in part by NASA Avail: NTIS HC A18/MF A01 CSCL 11F

The design and construction of models for the National Transonic Facility (NTF) has resulted in significant technology developments in many areas. This lecture covers the development of design criteria and major research and development work that has contributed to the successful design and fabrication models for testing at full scale Reynolds number the NTF. Emphasis is placed on the materials aspect of the design and fabrication proces, including metallic materials, mechanical properties characterization, new steel alloy development, fracture toughness enhancement, and identification of fillers and solders suitable for use in cryogenic models. Quantitative data are provided which will be of value to the potential user of NTF or for application to the design and fabrication of model systems for other cryogenic wind tunnels.

Author

National Aeronautics and Space Administration. Langley Research Center, Hampton, Va.
DESIGN AND CONSTRUCTION OF MODELS FOR THE
NATIONAL TRANSONIC FACILITY, PART 2

C. P. YOUNG, JR. In AGARD Special Course on Cryogenic Technology for Wind Tunnel Testing 16 p (SEE N86-20415 11-09) Jul. 1985 refs Sponsored in part by NASA Avail: NTIS HC A18/MF A01 CSCL 17G

This lecture presents the results of fastener load and retention systems tests which were carried out as a part of the cryogenic models technology development program a the NASA Langley Research Center (LaRC). Various design concepts for the National Transonic Facility (NTF) developmental and production models are discussed. A number of NTF models are described with emphasis on materials used, uniqueness of design and design drivers. Design and fabrication experience is presented in terms of the primary thermal and mechanical considerations required for design as well as fabrication. Cost considerations are addressed in terms of factors influencing costs for NTF models and cost data comparisons which are taken from both NASA Langley and industry Author

Office National d'Etudes et de Recherches N86-20421# Aerospatiales, Paris (France)

CRYOGENIC WIND TUNNEL INSTRUMENTATION

M. BAZIN In AGARD Special Course on Cryogenic Technology for Wind Tunnel Testing 28 p (SEE N86-20415 11-09) 1985 refs Previously announced in IAA as A85-47284 Avail: NTIS HC A18/MF A01

Research conducted under the European Wind Tunnel project with the objective of adapting wind tunnel instrumentation to cryogenic conditions is reviewed. In particular, attention is given to the development of cryogenic balances, pressure transducers, accelerometers, temperature transducers, skin friction gages, and instruments for attitude and deformation measurements. Model instrumentation and model motorization are also discussed.

V.L. (IAA)

N86-20422# Office National d'Etudes et de Recherches Aerospatiales, Toulouse (France)

FUNDAMENTAL REFLECTIONS ON CRYOGENIC TESTING

A. MIGNOSI In AGARD Special Course on Cryogenic Technology for Wind Tunnel Testing 25 p (SEE N86-20415 11-09) 1985 refs

Avail: NTIS HC A18/MF A01

This paper concerns a number of aerodynamic problems related to cryogenic testing but which can also be encountered during testing at room temperature. The first part describes the various factors involved to achieve the best similarity possible between an aircraft in flight and the model in the wind tunnel. The second part covers the analysis of these factors: effects of a non adiabatic wall, boundary layer transition, two-dimensional testing, effects of the Reynolds number. In the paper, an attempt is made to alternate theoretical considerations with practical examples in order to illustrate the importance of experimental/theoretical correlations Finally, the paper endeavors to highlight a few areas to which effort must be devoted in the future so that the new technique of cryogenic wind tunnels now available to scientists and manufacturers provides reliable and accurate results leading to a better analysis of aerodynamic phenomena and improved prediction and optimization of aircraft performance.

N86-20423# Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

PRODUCTIVITY: THE ECONOMIC ASPECTS OF CRYOGENIC WIND TUNNEL DESIGN AND USE

J. CHRISTOPHE In AGARD Special Course on Cryogenic Technology for Wind Tunnel Testing 21 p (SEE N86-20415 11-09) Jul. 1985 refs

Avail: NTIS HC A18/MF A01

The idea of productivity, as it is applied to large non-cryogenic wind tunnels is investigated. These considerations can be extended to the new cryogenic wind tunnels; but these have some special features we attempt to define precisely. Important focal points in designing a cryogenic wind tunnel or good productivity in operation are examined.

Office National d'Etudes et de Recherches Aerospatiales, Toulouse (France) Dept dAerothermodynamique THE T2 CRYOGENIC INDUCTION TUNNEL IN TOULOUSE J. B. DOR In AGARD Special Course on Cryogenic Technology for Wind Tunnel Testing 22 p (SEE N86-20415 11-09) Jul

Avail: NTIS HC A18/MF A01

This paper summarizes the main results obtained by the experimental activity at the ONERA/CERT T2 induction tunnel in Toulouse since it was converted for cryogenic operation in 1981 It describes the main characteristics of this facility, operating by short pressurized transonic runs driven by induction, with a test section equipped with two self-adapting walls and its adaptation to cold flows: internal thermal insulation, cooling by injection of liquid nitrogen, system for precooling profile models and introducing them in the test section. The following subjects concerning cryogenic operation are then discussed: pressure and temperature fluctuations, thermal behavior of the walls, transverse temperature distributions in the flow, thermal equilibrium of a profile with the fluid, condensation phenomena in the cold flow and problems of particles. Finally, the test results at high Reynolds number conducted on a CAST 7 profile with a 150 mm chord are given

N86-20425# Aerodynamische Versuchsanstalt, Goettingen (West Germany) Inst fuer Experimentelle Stroemungamechanik THE CRYOGENIC LUDWIEG TUBE TUNNEL AT GOETTINGER G HEFER In AGARD Special Course on Cryogenic Technology for Wind Tunnel Testing 6 p (SEE No6-20415 11-09) Jul. 1985

Avail NTIS HC A18/MF A01

At the Research Center Gottingen of the DFVLR a cryogenic Ludwieg tube wind tunnel for transonic operation is under construction. The tunnel, having an effective run time of 1 second. a test section of 0.4 x 0.35 sq m, and a stagnation pressure of 10 bars, is to be operated with nitrogen at temperatures between ambient and 120 K, achieving a Reynolds number of 70 x 10 to the 6th power based on a model chord of 0.15 m. In addition to reviewing the Ludwieg tube concept, this paper presents the main features of design and operation of the tunnel.

N86-20426# Deutsche Forschungs- und Versuchsanstalt fuer

Luft- und Raumfahrt, Cologne (West Germany).

THE KRYO-KANAL-KOELN (KKK) PROJECT: DESCRIPTION
OF TUNNEL CONVERSION, INSULATION, CONTROLS, INSTRUMENTATION, OPERATIONAL EXPERIENCE AND FIRST PRELIMINARY TEST RESULTS

G. VIEHWEGER In AGARD Special Course on Cryogenic Technology for Wind Tunnel Testing 20 p (SEE N86-20415 Jul. 1985 Previously announced in IAA as refs A85-40314

Avail: NTIS HC A18/MF A01

The fundamental principles, costs, and operational phases (cooldown, preparation, starting, measurement, rundown, and warming) of cryogenic wind tunnels are discussed, and the problems encountered in modifying the conventional low-speed wind tunnel at Cologne for cryogenic operation are discussed. Particular attention is given to the test section, the blowers and power plant, the liquid-N2 system, the exhaust and safety system, and the interior insulation; and photographs, drawings, and diagrams are provided. The first trial operation of the KKK took place in September 1984, with calibration under cryogenic conditions scheduled for the second half of 1985. T.K. (IAA)

N86-20427# National Aerospace Lab., Amsterdam (Netherlands) Technical Group ETW

THE EUROPEAN TRANSONIC WINDTUNNEL (ETW) PROJECT J. A. TIZARD and J. P. HARTZUIKER In AGARD Special Course on Cryogenic Technology for Wind Tunnel Testing 23 p (SEE N86-20415 11-09) Jul. 1985 refs Previously announced in IAA as N84-23566

Avail: NTIS HC A18/MF A01

The status of the preliminary design phase of the European Transonic Wind Tunnel project is described. The latest version of the proposed tunnel is given together with some details of its estimated performance. Some features of the tunnel which were revised following the first preliminary design proposals are discussed and the results of an investigation into the expected

future use of the tunnel are summarized. An aerodynamic circuit test-rig is described along with some of the results obtained information on the pilot tunnel is included as well as reference to the supporting program on cryogenic technology

N86-20428*# National Aeronautics and Space Administration Langley Research Center, Hampton, Va
THE NASA LANGLEY 0.3-M TRANSONIC CRYOGENIC

TUNNEL

R A KILGORE In AGARD Special Course on Cryogenic Technology for Wind Tunnel Testing 15 p (SEE N86-20415 11-09) Jul 1985 refs Sponsored in part by NASA Avail NTIS HC A18/MF A01 CSCL 14B

The Langley 0.3-m Transonic Cryogenic Tunnel (0.3-m TCT) can operate from ambient to cryogenic temperatures at absolute pressures from 1 to 6 bars. Since the 0.3-m TCT began operation in 1973, it has been used to develop instrumentation and operating techniques for cryogenic tunnels as well as for aerodynamic tests where advantage can be taken of the extremely wide range of Reynolds number available. This paper describes the present capabilities of the 0.3-m TCT and gives an overview of recent research activities which include both steady and unsteady testing Emphasis is given to safety and the development of testing techniques for cryogenic tunnels. Results of studies aimed at establishing the lower limits of operating temperature are presented and the impact of these studies on tunnel operation is discussed Finally, the design features and operating characteristics of a new self-streamlining wall test section recently installed in the tunnel circuit are described

N86-20429*# National Aeronautics and Space Administration Langley Research Center, Hampton, Va.

THE US NATIONAL TRANSONIC FACILITY, PART 1

W E BRUCE JR. In AGARD Special Course on Cryogenic Technology for Wind Tunnel Testing 10 p (SEE N86 20415 11-09) Jul 1985 rets Sponsored in part by NASA Avail NTIS HC A18/MF A01 CSCL 14B

The construction of the National Transonic Facility was completed in September 1982, and checkout operations started the following month, with the maximum Reynolds number being obtained in May 1983 Following, most of the effort was devoted to installing the model access housings, and adjusting or altering various tunnel hardware systems. In May 1984, preliminary aerodynamic calibration of the tunnel was initiated in parallel with checkout of the tunnel operating systems, and in August 1984. the tunnel was declared operational and turned over to the user organization for a complete aerodynamic calibration and research and development testing. The facility has been operated in both the air and nitrogen modes covering a Mach number range of 0.2 to 1.22 at pressures up to 8.5 atm and at temperatures down to 100K. This paper presents a status of the tunnel operating systems and an overview of the major milestones during checkout.

N86-20430*# National Aeronautics and Space Administration. Langley Research Center, Hampton, Va.

THE US NATIONAL TRANSONIC FACILITY, PART 2

W. E. BRUCE, JR. In AGARD Special Course on Cryogenic Technology for Wind Tunnel Testing 10 p (SEE N86-20415 11-09) Jul 1985 refs Sponsored in part by NASA Avail: NTIS HC A18/MF A01 CSCL 14B

The construction of the National Transonic Facility was completed in September 1982, and checkout operations started the following month with the maximum Reynolds number being obtained in May 1983. Afterwards, effort was primarily devoted to installing the model access housings and adjusting or altering various tunnel hardware systems. In May 1984, the aerodynamic calibration started and was performed in parallel with checkout of the tunnel systems. In August 1984, the final operation readiness review was conducted and the facility declared operational for research testing. The facility has been operated in both air and nitrogen modes covering a Mach number range of 0.2 to 1.22 at pressures up to 8.5 atm and at temperatures doen to 100K. A limited amount of tunnel circuit performance information has been obtained and is presented in this paper. An aerodynamic calibration plan has been outlined, and the first part of the steady-state calibration has been completed, of which some results are presented in this paper. The first aerodynamic vehicle, Pathfinder

i, was installed in December 1984 for checkout of instrumentation systems, and a status report and some results are presented

N86-20431*# National Aeronautics and Space Administration Langley Research Center, Hampton, Va.

OTHER CRYOGENIC WIND-TUNNEL PROJECTS

R. A. KILGORE In AGARD Special Course on Cryogenic Technology for Wind Tunnel Testing 15 p (SEE N86-20415 11-09) Jul. 1985 refs. Sponsored in part by NASA Avail: NTIS HC A18/MF A01. CSCL 14B

Following the development of the cryogenic wind tunnel at the NASA Langley Research Center in 1972, a large number of cryogenic wind-tunnel projects have been undertaken at various research establishments around the world. Described in this lecture are cryogenic wind-tunnel projects in China (Chinese Aeronautical Research and Development Center). England (College of Aeronautics at Cranfield, Royal Aircraft Establishment - Bedford, and University of Southampton), Japan (National Aerospace Laboratory, University of Tsukuba, and National Defense Academy). Sweden (Rollab), and the United States (Douglas Aircraft Co. University of Illinois at Urbana-Champaign, and NASA Langley)

Author

12

ASTRONAUTICS (GENERAL)

N83-30479# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France) ENVIRONMENTAL EFFECTS ON MATERIALS FOR SPACE **APPLICATIONS**

Specialised Printing Services Ltd. Loughton, England 1983 221 p refs Conf. held in Toronto, 19-24 Sep 1982 (AD-A129847, ISBN-92-835-0330-9, AGARD-CP-327) Avail NTIS HC A10/MF A01

The mechanical, surface, electrical, and thermal properties of spacecraft construction materials are examined as well as the effects of temperature, vacuum, radiation, charged particles. micrometeoroids, contaminants, and the pre-launch environment on these materials. Tests methods are assessed. For individual titles, see N83-30480 through N83-30496.

N83-30480# Aeritalia S.p.A., Torino (Italy). Space Sector.
FRACTURE MECHANICS AND FATIGUE CRITERIA IN MATERIAL SELECTION FOR SPACE APPLICATIONS E VALLERANI, P. MARCHESE, and G. BANINO Environ. Effects on Mater. for Space Appl. 19 p (SEE N83-30479 19-12) Mar. 1983 refs Avail: NTIS HC A10/MF A01

The basic concepts employed in selecting fatigue and fracture resistance materials for the Spacelab design are reviewed, and specific examples of the application of these concepts are presented. The importance of the consideration of the strength and stress corrosion resistence is addition to toughness and fatigue strength is emphasized, especially for the selection of the aluminum alloys that cover most of the pressurized shell and internal structure. Weld material behavior and welding processes were carefully evaluated prior to material selection, and after the selection largely tested to confirm the choice. The possibility of automatic or manual repair without changes fracture-resistance and strength properties is considered. Fracture mechanics and fatigue analysis is summarized as well as nondistructive inspection methodologies and their practical application. Full scale fatigue and fracture mechanics tests and component level tests on some Spacelab structural parts are considered. Author

N83-30481# Spar Aerospace Ltd., Weston (Ontario) Space and Electronics Group

STRUCTURAL DESIGN AND TEST OF THE SHUTTLE RMS

D. M. GOSSAIN and P J SMITH In AGARD Environ Effects on Mater, for Space Appl. 10 p (SEE N83-30479 19-12) Mar. 1983 refs Sponsored in part by the National Research Council of Canada Avail: NTIS HC A10/MF A01

The 15.24 m (50 ft) long mechanical arm of the remote manipulator system (RMS) of the space shuttle orbiter was designed to meet stringent weight, stiffness and spatial envelope requirements. The design constraints on the arm structure and ioints are described. Structural loads are evaluated and materials. selection is considered. The design details of the structural elements and the joints are given. An extensive test program undertaken to qualify and verify the design at component, joint subsystem and system level is discussed with emphasis on dynamic and static structural tests of structural elements and joints

Messerschmitt-Boelkow-Blohm G m b H . Munich N83-30482# (West Germany)

SPACECRAFT THERMAL CONTROL SELECTION FOR SEVEN YEARS LIFETIME IN SYNCHRONOUS ORBIT

L PREUSS In AGARD Environ Effects on Mater for Space Appl. 9 p (SEE N83-30479 19-12) Mar 1983 Avail NTIS HC A10/MF A01

Nonconductive and conductive flexible secondary surface mirrors (SSMs) with interference filters on top are examined. The SSM composition is analyzed and defined and the optimization procedure is outlined. The qualification of the SSMs in laboratory scale for the synchronous orbit is demonstrated. The most essential characteristics of the improved SSMs are summarized. Specifications for handling, application, and performance are established for SSMs Author

N63-30463# Societe Nationale Industrielle Aerospatiale, Cannes (France)

DESIGN AND TESTING OF A CARBON-EPOXY TRELLIS STRUCTURE FOR SATELLITES (REALISATION ET ESSAIS D'UNE STRUCTURE TREILLIS CARBONE-EPOXY POUR SATELLITES

J F PATIN and J L CECCONI In AGARD Environ Effects on Mater for Space Appl. 8 p (SEE N83-30479 19-12) Mar 1983

Avail: NTIS HC A10/MF A01

A trellis structure with high dimensional stability was studied and constructed. The bars of the trellis are based on high modulus (GY 70) high resistant (T 300) fibers and have a specific elevated rigidity and an expansion coefficient near zero. The joining elements between the bars are based on high modulus (M 40) fibers. The expansion coefficients of each element were adjusted so as to have an equivalent coefficient of expansion (near zero) between the points where the bars converge. The dimensional stability of the different connections as a function of temperature was verified. Space-type thermal cycling does not affect the mechanical behavior of the structure. Static tests of the trellis show that the high rigidity of the structures conform to the hypothesis of dimensioning. The mechanical strength was confirmed by tests, a first stage needed ioint reinforcement. Transl. by A.R.H.

N83-30484# Toronto Univ. (Ontario). Inst. for Aerospace

THE EFFECT OF SPACE ENVIRONMENT ON THE THERMAL DISTORTION OF POLYMER MATRIX COMPOSITES

R. C. TENNYSON, G. E. MABSON, and S. AHMED (Communication Research Centre) In AGARD Environ. Effects on Mater. for Space Appl. 14 µ (SEE N83-30479 19-12) Mar. 1983 refs Sponsored in part by Communication Research Centre of Canada (Contract AF-AFOSR-3694-78)

Avail: NTIS HC A10/MF A01

The combined effects of vacuum, thermal cycling, and UV radiation on the thermal distortion of selected polymer matrix composites were investigated. Data was obtained for exposure periods exceeding 400 days in hard vacuum and over 180 equivalent sun days of UV radiation. During this time, in situ measurements of the thermal distortion and coefficients of thermal expansion (CTE) were made using strain gauges and laser

12 ASTRONAUTICS (GENERAL)

interferometry. Results were compared to an analytical model to demonstrate the usefulness of the data in predicting the thermal response of arbitrary laminates.

Author

N83-30485*# National Aeronautics and Space Administration Langley Research Center, Hampton, Va

SPACE ENVIRONMENTAL EFFECTS ON MATERIALS

D. R. TENNY, G. F. SYKES, and D. E. BOWLES. In AGARD Environ. Effects on Mater for Space Appl. 24 p. (SEE N83:30479 19-12). Mar. 1983. refs. Previously announced as A83-14125. Avail: NTIS HC A10/MF A01. CSCL 078

Research efforts at NASA-Langley to characterize the durability of composite materials which are candidates or use as components on various space hardware systems are reviewed. The material applications include large space structures, antennas, cables, thermal control coatings, solar reflectors, and satellite power systems. Simulation facilities have been built to study radiation effects on polymer matrix composites, and the dimensional stability of the matrix composites and tension stabilized. M.S.K. (IAA)

N83-30486# Office National d'Etudes et de Recherches Aeronautiques, Paris (France)

SIMULATION OF THE ACOUSTIC ENVIRONMENT OF A LAUNCHER AND OF THE NOISE-INDUCED VIBRATIONS ON ITS STRUCTURES |SIMULATION DE L'ENVIRONEMENT ACOUSTIQUE D'UNE LANCEUR AU DECOLLAGE ET DE SES EFFETS VIBRATOIRES SUR LES STRUCTURES

A BOURGINE In AGARD Environ Effects on Mater for Space Appl. 11 p (SEE N83-30479 19-12) Mar 1983 refs in FRENCH, ENGLISH summary Avail. NTIS HC A10/MF A01

During the launching and transonic flight of a launcher, high level and wide-band frequency vibrations are transmitted to the payload and equipments. Preliminary simulation tests are planned to reproduce these dangerous phenomena, however, classical test facilities (reverberant acoustic chambers) generally do not provide simultaneously the true space and time distribution of the flight pressure fluctuations. A method is described for forcing the vibratory response of the launcher wall, for instance at the shroud which shelters the satellite (Statistical characteristics of this response are known by a previous analytical prediction). Forced vibrations are produced by using a few number of electrodynamic shakers acting on the wall, the N random forces are simultaneously synthesized on a digital computer. The proper simulation is realized when measured responses at N points exhibit spectral distributions and overall RMS levels very close to the predicted flight values Then, the noise level inside the shroud and the vibrations transmitted to the payload are also very close to the flight conditions. Some examples of applications to realistic structures, as the shroud of the Ariane vehicle, are presented Author

N83-30487# Royal Aircraft Establishment, Farnborough (England).

ELECTROSTATIC DISCHARGING BEHAVIOUR OF KAPTON AND OTHER DIELECTRIC MATERIALS IN A SIMULATED SPACE ENVIRONMENT

A. A. DOLLERY and D. VERDIN (Atomic Energy Research Estab.) In AGARD Environ. Effects on Mater. for Space Appl. 16 p. (SEE N83-30479 19-12) Mar. 1983 refs. Avail: NTIS HC A10/MF A01

The electrostatic charging and discharging of different thicknesses of Kapton when irradiated in vacuum with mono-energetic electrons of 5 to 30 keV energy was studied at different temperatures. The leakage currents and rates of discharging always increased with the incident electron energy and flux, whereas the surface voltage showed a more complex behavior, exhibiting a maximum and then falling at higher energies for the thinner films. The surface voltage, the rate of discharging, the peak current, and the total charge flow during a discharge were enhanced as the temperature was decreased from +70 C to -180 C. The results are discussed in terms of the resistivity of the polymer and the secondary emission of electrons, and they demonstrate that very thin Kapton films are markedly less susceptible to electrostatic charging and discharging. electrostatic behavior of Kapton when it is incorporated into a laminated material, or when used as an insulator for an electric heater pad, or in the form of a substrate for a flexible solar array is also described. In addition, data are presented which demonstrate the performance of thermal control paints (Chemgiaze A276 and L300), aluminized PTFE, and solar cell cover glasses under similar conditions M.G

N83-30488# Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany).

CANDIDATE MATERIALS FOR PRETENSIONED MEMBRANES OF FIBRE COMPOSITE MATERIALS FOR SPACE APPLICATION

W BUCHS In AGARD Environ. Effects on Mater. for Space Appl 6 p (SEE N83-30479 19-12) Mar. 1983 refs Avail. NTIS HC A10/MF A01

The properties of pretensioned membranes of fiber composite materials under consideration for use as solar cell substrates, thermal shields, etc., were examined. Various particular areas of investigation arose from loads (launch vibrations) and environmental conditions (vacuum, temperature, irradiation). Glass-, carbon- and aramidfabric composite materials were analyzed with respect to the requirements and the interfaces determined by the tensioning frame. Sections and full-scale samples of some membranes were manufactured and tested with methods, which in several cases had to be specifically developed for these purposes. Special attention was given to the decrease of characteristics of aramid-fiber composites under UV-irradiation. Analysis results are presented as well as test data and manufacturing experience.

N83-30489*# National Aeronautics and Space Administration Marshall Space Flight Center, Huntsville, Ala

EFFECTS OF LONG DURATION EXPOSURE TO SIMULATED SPACE ENVIRONMENT ON NONMETALLIC MATERIALS PROPERTIES

C L PEACOCK, JR and A F. WHITAKER In AGARD Environ Effects on Mater for Space Appl. 14 p (SEE N83-30479 19-12) Mar. 1983 | refs

Avail NTIS HC A10/MF A01 CSCL 11G

Nonmetallic materials specimens from the Viking program were tested in situ invacuo after continuous thermal vacuum exposure from 1971/1972 to the present. Eleven tests were done on appropriate specimens of 30 materials; however, no single material received all the tests. Some specimens also were exposed to 1 or 2.5 MeV electrons at differing fluences before testing. Baseline exposure data is reported for graphite/epoxy specimens that were exposed to vacuum since 1974. These materials were transferred to the thermal vacuum storage facility for future in situ testing and irradiation. This G/E specimens were tensile tested after thermal-vacuum cycling exposure. Photomicrographic examinations and SEM analyses were done on the failed specimens.

N83-30490# Istituto di Tecnologia Aerospaziale, Rome (Italy). STRUCTURAL DAMPING OF COMPOSITE MATERIALS FOR SPACE APPLICATIONS

L. BALIS-CREMA, R. BARBONI, and A. CASTELLANI In AGARD Environ. Effects on Mater. for Space Appl. 8 p (SEE N83-30479 19-12) Mar. 1983 refs Sponsored in part by Ministero Pubblica Istruzione

Avail: NTIS HC A10/MF A01

A series of experimental tests carried out on specimens of composite materials is presented. The measured damping ratios were obtained, in a vacuum chamber (10 to the -6 power torr), from the three first bending modes resonance (frequency range between 15 and 1400 Hz). The influence of the following parameters is considered: vibration amplitudes, frequency, air pressure, laminae number and mode shape. The tests were performed with an electromagnetic exciter and a vibration detector; the measurements of the damping coefficient were worked by the frequency sweep and the decay transient method.

National Aeronautics and Space Administration. N83-30491°# Marshall Space Flight Center, Huntsville, Ala.

SILICON SOLAR CELL CHARACTERIZATION AT LOW TEMPERATURES AND LOW ILLUMINATION AS A FUNCTION OF PARTICULATE IRRADIATION

A. F. WHITAKER, S. A. LITTLE, and C. L. PEACOCK, JR. AGARD Environ Effects on Mater, for Space Appl. 9 p (SEE N83-30479 19-12) Mar. 1983 refs Avail: NTIS HC A10/MF A01 CSCL 10A

Various configurations of back surface reflector silicon solar cells including small (2 x 2) cm and large (approx. 6 x 6) cm cells with conventional and wraparound contacts were subjected to 1 MeV electron irradiation and characterized under both Earth orbital and deep space conditions of temperatures and illuminations. Current-Voltage (I-V) data were generated from +65 C to -150 C and at incident illuminations from 135.3 mW/sq cm to 5.4 mW/sq cm for these cells. Degradation in cell performance which is manifested only under deep space conditions is emphasized. In addition, the effect of particle irradiation on the high temperature and high intensity and low temperature and low intensity performance of the cells is described. The cells with wraparound contacts were found to have lower efficiencies at Earth orbital conditions than the cells with conventional contacts. Author

N83-30492# Toronto Univ. (Ontario). Inst. for Aerospace

THE EFFECT OF SPACE ENVIRONMENT ON THE DAMPING OF POLYMER MATRIX COMPOSITE

R. C. TENNYSON, W. D. MORISON, and G. E. MABSON AGARD Environ. Effects on Mater. for Space Appl. 15 p (SEE N83-30479 19-12) Mar. 1983 refs Sponsored in part by Natural Sciences and Engineering Research Council of Canada (Contract AF-AFOSR-3694-78) Avail: NTIS HC A10/MF A01

A combined experimental and analytical investigation was undertaken to evaluate material damping of laminated composites. Particular emphasis was given to the effect of thermal-vacuum exposure and U.V. radiation on the change in damping response. A laminate analysis was developed for predicting material damping utilizing experimentaly determined principal damping coefficients. Results are presented based on flexural vibration and creep compliance tests performed on graphite/epoxy laminates at ambient conditions and in a space simulator. Author

N83-30493# Spar Aerospace Ltd., Weston (Ontario). Space and Electronics Group

TESTING OF FLEXIBLE DEPLOYED SOLAR ARRAY (L-SAT) P. A. MCINTYRE, A. S. JONES, J. RENSHALL, and G. W. MARKS In AGARD Environ. Effects on Mater. for Space Appl. 16 p (SEE N83-30479 19-12) Mar. 1983 refs Avail: NTIS HC A10/MF A01

The L-SAT solar array subsystem was subjected to qualification testing at both the integrated system, subassembly and component level. In addition, development testing was carried out on critical items of the design, specifically that associated with blanket hehavior during deployment and Apogee Engine and RCS firing. L-SAT being the first flexible array to be operational during Apogee Engine firing. The test philosophy being adopted is similar to that used on the Communications Technology Satellite (Hermes), however, due to the size of the array and facilities available, array natural frequencies will be predicted by analysis and modal test methods. Electrical component subsystem testing covering solar cell, array blanket pyro-techniques and other electrical items are discussed and the status of development tests completed to date is reviewed.

Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany).

THE MBB COMBINED EFFECTS CHAMBER FOR REAL TIME AND ACCELERATED TESTS UNDER SIMULATED SPACE ENVIRONMENT

O. K. HUSMANN /n AGARD Environ. Effects on Mater. for Space Appl. 8 p (SEE N83-30479 19-12) Mar. 1983 refs Avail: NTIS HC A10/MF A01

The MBB Space Division solar radiation simulation test facility is described. This test equipment is fully automated and runs without interruption 24 hours a day, as long as specified, with its radiation sources operating simultaneously or alone. The test chamber

provides clean vacuum. The sample temperatures are adjustable between -30 C and +100 C. The UV - radiation exposures may be accelerated up to 6 solar constants. The electron and the proton current densities can be selected from 10 to the -10 power amps/sq cm to 10 to the -8 power amps/sq cm. Their energies may range from 5 KeVolts to 60 KeVolts. Eight samples size 11 x 11 mm are exposed simultaneously, or four samples 20 x 20 mm. For assessment of damages inflicted a spectrometer is mated to the vacuum chamber for in situ measurement of sample spectral reflectances from 240 nm to 2.5 um.

Toronto Univ., Downsview (Ontario). Inst. for N83-30495# Aerospace Studies.

THE EFFECT OF COMBINED U.V. RADIATION AND HIGH ENERGY ELECTRONS ON THE BEHAVIOUR OF POLYMER MATRIX COMPOSITES IN HARD VACUUM

R. C. TENNYSON, B. A. W. SMITH, and L. P. HEBERT AGARD Environ. Effects on Mater. for Space Appl. 12 p (SEE Sponsored in part by N83-30479 19-12) Mar. 1983 refs Natural Sciences and Engineering Research Council of Canada (Contract AF-AFOSR-3694-78) Avail: NTIS HC A10/MF A01

A description of a space simulator capable of thermal-vacuum testing of samples subject to combined UV and high energy electron radiation is presented. Particular attention is given to the use a natural beta emitting Sr90 source to simulate space conditions. In-situ thermal and mechanical loading capabilities are also described together with test results obtained on selected polymer matrix composites. Specifically, graphite/epoxy and Kevlar/epoxy laminates have been employed to assess the combined effects of hard vacuum, thermal cycling and radiation on the change in stiffness, creep compliance and coefficient of thermal expansion.

N83-30496# Deutsche Forschungs- und Versuchsanstalt fuer

Luft- und Raumfahrt, Cologne (West Germany).
THERMAL CYCLING TESTS ON MATERIALS
COMPONENTS FOR SPACE APPLICATIONS

H. HAMACHER, W. LEY, and K. V. REHMANN In AGARD Environ. Effects on Mater. for Space Appl. 9 p (SEE N83-30479 19-12) Mar. 1983 refs

Avail: NTIS HC A10/MF A01

Thermal cycling tests were performed on materials and components under high vacuum conditions. The purpose of these tests was to investigate changes in properties by thermal fatigue due to microcracking, delamination, etc. The test facility used was developed with respect to the need of true simulation of the strong temperature gradients to be expected in space flight. Tests were performed on carbon fiber composite materials which are candidates for large space structures use and on solar cell panel samples. The description of the facility, a presentation and discussion of the results is given.

Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France) GUIDANCE AND CONTROL TECHNIQUES FOR ADVANCED SPACE VEHICLES

Jan. 1984 348 p refs in ENGLISH and Loughton, England FRENCH Symp. held in Florence, 27-30 Sep. 1983 (AGARD-CP-350; ISBN-92-835-0349-X; AD-A141969) NTIS HC A15/MF A01

This symposium dealt with spacecraft problems, the topic being guidance and control techniques for advanced space vehicles. Military applications of space for navigation, communication and intelligence impose increasing requirements on spacecraft capacity, orbit control and pointing accuracy. To meet the requirements for future spacecraft the performance of existing components, such as actuators and Ennsors, is improved or new concepts are developed. In particular the use of microprocessors and other data distribution systems permits multifunctional use of various sensors or information sources to produce effective, survivable systems at low cost. Increasing on-board computing capacity enables the use of sophisticated software for effective complex spacecraft control. A unique aspect of large spacecraft is the control of the structural configuration in order to achieve a specific pointing accuracy. Large structures, with their mechanical flexibility, present particular problems to the control engineer and control/structure interaction (CSI) is a driving force in many current

12 ASTRONAUTICS (GENERAL)

programs and figured largely in the papers presented. For individual titles, see N84-24604 through N84-24626.

N84-24604°# National Aeronautics and Space Administration, Washington, D.C.

SPACECRAFT CONTROL RESEARCH AT NASA

J. B. DAHLGREN and L. W. TAYLOR, JR. (NASA. Langley Research Center) In AGARD Guidance and Control Tech. for Advan. Space Vehicles 14 p (SEE N84-24603 15-12) 1984 refs

Avail: NTIS HC A15/MF A01 CSCL 22B

Future missions is space will require controlling spacecraft which are both large and flexible. The limited inherent damping and the uncertain and changing dynamic characteristics of many of these vehicles, such as manned space stations and large antennas, will revolutionize spacecraft control requirements. In preparation for the time that such control systems are required, considerable research and technology development is necessary. A program is in place at NASA for the development of active control technology to support major initiatives for space station and advanced spacecraft. A number of key control technology program needs are cited in the paper as required for these and other future NASA missions together with an integrated controls/structures technology flight experiment to demonstrate and validate technology for large flexible structures.

N84-24605# Engins Matra, Toulouse (France).

THE ROLE OF ONBOARD INTELLIGENCE AND OF ORBITAL SERVICING IN THE INCREASE OF SATELLITE LIFETIME | ROLE DE LINTELLIGENCE DE BORD ET DE LENTRETIEN EN ORBITE DANS LACCROISSEMENT DE LA DUREE DE VIE DES SATELLITES

P. C. COUGNET and J. P. SOTTA In AGARD Guidance and Control Tech. for Advan. Space Vehicles 14 p (SEE N84-24603 15-12) Jan. 1984 in FRENCH Avail: NTIS HC A15/MF A01

The continued increase in satellite lifetime is now or is going to become critical with respect to the maintenance of system reliability and the risk of mission obsolescence. Resource to redundant equipment becomes more and more penalizing particularly because of the limited capacities of the launch methods. Futhermore, the classic satellite concept does not permit avoiding mission obsolescence or long duration life. To remedy these problems, two possible complementary methods are presented One involves the use of satellite onboard intelligence to enable better management of its configuration and platform subsystems in order to assure a high level of availability to he satellite. The other solution is orbital servicing which permits periodic adjustment of reliability and platform autonomy as well as the eventual

Societe Anonyme d'Etudes et Realisations N84-24606# Nucleaires, Limeil-Brevannes (France).

exchange of the payload. This solution calls for new techniques:

Transl. by A.R.H.

rendezvous, assembling, and the space robot.

IMAGE DISSECTOR TUBE STAR TRACKERS PERFORMANCE: ADVANTAGES AND DRAWBACKS AS COMPARED TO THOSE OF CHARGE TRANSFER DEVICE STAR TRACKERS

H. BOURCIER and M. VITE In AGARD Guidance and Control Tech. for Advan. Space Vehicles 18 p (SEE N84-24603 15-12) Jan. 1984 In FRENCH and ENGLISH Avail: NTIS HC A15/MF A01

Performance characteristics which can be achieved with image dissector tube star trackers are given based on equipment manufactured for IPS/Spacelab and Exosat satellite. The advantages and disadvantages of such instruments are discussed with respect to equipment based on solid state devices of charge transfer type. The analysis of the performances is presented versus the intrinsic characteristics of the detectors and the technological constraints related to their use.

N84-24607# Raytheon Co., Sudbury, Mass. Equipment Div FAULT TOLERANT SPACEBORNE COMPUTER

D. R. BATES, JR., J. E. SCHELL (Army Communications-Electronics Command, Fort Monmouth, N.J.), and G. R. COURANZ In AGARD Guidance and Control Tech. for Advan. Space Vehicles 14 p. (SEE N84-24603 15-12) Jan. 1984 Avail: NTIS HC A15/MF A01

A method of utilizing present integrated circuit componentry with future technology insertion has been developed on the FTSC Program. The FTSC is designed to support a variety of spaceborne missions with a 95% probability of surviving, unattended and without degradation in performance, for five to seven years. Besides easing the ground station scheduling requirements, this capability increases the overall satellite survivability. The purpose of this paper is to present a concept of achieving the survivability by the utilization of various fault tolerant techniques. These concepts of fault tolerance, as well as technology insertion, are also being incorporated in the Military Computer Family Program currently under development.

N84-24608# Teldix Luftfahrt-Ausruestungs G.m.b.H., Heidelberg (West Germany). Engineering Dept. for Gyroscopic and Space

A DOUBLE GIMBALLED MOMENTUM WHEEL FOR PRECISION 3-AXIS ATTITUDE CONTROL

W. AUER In AGARD Guidance and Control Tech. for Advan. Space Vehicles 8 p (SEE N84-24603 15-12) Jan. 1984 refs Avail: NTIS HC A15/MF A01

For precision three-axis attitude control of space vehicles, a Double Gimballed Momentum Wheel (DGMW) as attitude actuator is a favorable approach. A high reliability DGMW of modular design with two momentum wheels and two direct drive ultra high resolution stepper motors plus pick-offs per gimbal axis (full redundancy; no caging during launch) was designed, built and qualification tested, together with an associated wheel and gimbal drive electronics. In addition, extensive system tests were performed on a three-axis air bearing table which proved the excellent control capabilities of this DGMW. Besides the measurement under stationary conditions with an accuracy of 18 sec of arc, also the transient behavior was studied. Due to the high torque capability (up to 0.2 Nm around the momentum wheel axis and up to 1 Nm around the gimbal axes) rapid and accurate pointing and repointing of spacecraft are possible. Therefore, the DGMW system can be designed into tracking loops to assure continuous pointing of spacecraft instruments with a rapid assignment capability.

N84-24609# Ferranti Ltd., Edinburgh (Scotland), Navigation

Systems Dept.

CURRENT WORK ON HIGH-GRADE SPACE GYROS AT FERRANTI IN THE UK

J. WELBURN In AGARD Guidance and Control Tech. for Advan-Space Vehicles 4 p (SEE N84-24603 15-12) Jan. 1984 Avail: NTIS HC A15/MF A01

Certain satellite missions require gyroscopes of very high accuracy for attitude measurement. Formerly, floated rate integrating gyros have been widely used. More recently in the USA, 2-axis DTG's have been used, and agencies are now beginning to consider what type of instrument to use in the future Features such as fluid dissociation, which are rumoured to occur in floated gyros over a long period of time, can be controlled and minimized by care in design, assembly techniques, and cleanliness. In any event, the phenomena caused by fluid effects generally only affect gisensitive performance aspects, which are of no relevance in orbital applications. The feasibility of using ball-bearing gyros for long-life satellite applications is discussed

NB4-24610# Societe Nationale Industrielle Aerospatiale, Cannes

OVERCOMING UNOBSERVABILITY IN 3-AXIS STABILIZATION OF SATELLITES

PASSERON and C. BOZZO (Compagnie de Signaux et d'Entreprises Electriques, Paris) In AGARD Guidance and Control Tech, for Advan Space Vehicles 21 p (SEE N84-24603 15-12) Jan 1984 refs

Avail: NTIS HC A15/MF A01

An optimal solution is provided to the problem of attitude estimation for a three-axis stabilized satellite devoid of yaw sensor and undergoing significant disturbing torques. Influence of such torques on expectable system performance is analysed via a geometric approach. Estimation of satellite attitude is demonstrated to be systematically impaired by an error resulting from the system's torque-induced unobservability. The said error is then explicitly assessed as a function of the disturbing torques. Furthermore, assuming a priori knowledge of the disturbing torque amplitudes, an optimal observability canonical form is derived. Optimal attitude estimation is finally provided, together with the expression of the relative, thus minimized, systematic error.

N84-24611# MATRA Espace, Paris-Velizy (France). Space

MULTIFUNCTION SPACECRAFT ATTITUDE ESTIMATION AND NAVIGATION SYSTEM

J. C. AMIEUX and B. CALUDINON In AGARD Guidance and Control Tech. for Advan. Space Vehicles 17 p (SEE N84-24603 15-12) Jan. 1984

Avail: NTIS HC A15/MF A01

The primary function of a spacecraft attitude control subsystem is the attitude determination and, more generally, the state estimation (attitude of the main body, appendages and flexible modes). The so-called optico-inertial concept is first described with application to a number of modern spacecraft; an example of implementation using space-qualified microprocessors is given in detail; the state estimation of a flexible spacecraft is then considered, a technique which can be readily implemented on existing hardware. The extension of this concept to autonomous orbit control of an orbiting spacecraft is then considered for future development.

N84-24612# British Aerospace Dynamics Group, Bristol (England). Space and Communications Div.

A FILTERED ATTITUDE DETERMINATION SYSTEM FOR SPACECRAFT MEASUREMENT AND CONTROL

M. NOTON In AGARD Guidance and Control Tech. for Advan. Space Vehicles 21 p (SEE N84-24603 15-12) Jan. 1984 refs Sponsored in part by RAE, Farnborough, Engl. Avail: NTIS HC A15/MF A01

This paper refers to a collaborative project to develop ar accurate attitude determination system based on the combined use of gyros and star-crossing detectors. The latter are attractive for Earth-pointing satellites but the intermittent nature of the data introduces complications, compared to star tracker systems. Background is given on the hardware, but the emphasis is on formulation of the estimating algorithm (suitable for limited wordlength microprocessors), characterization of gyro drift, and gestimation of overall performance both for low-Earth and geostationary orbits.

N84-24613# National Aerospace Lab., Emmeloord (Netherlands).

INERTIAL-OPTICAL ATTITUDE DETERMINATION AND MODEL FOLLOWING CONTROL OF MANEUVERING SPACECRAFT T. ZWARTBOL and A. P. TERPSTRA In AGARD Guidance and

T. ZWARTBOL and A. P. TERPSTRA In AGARD Guidance and Control Tech. for Advan. Space Vehicles 16 p (SEE N84-24603 15-12) Jan. 1984 refs Sponsored in part by Netherlands Agency for Aerospace Programs NIVR Avail: NTIS HC A15/MF A01

The paper presents an approach to on-board commanding, estimation, and control of the attitude motion of maneuvering spacecraft, based on modern control principles. Firstly the control algorithms are discussed. The control law is based on explicit model following. It comprises single-axis models of the spacecraft motion, which generate a target trajectory and associated target control. The spacecraft tracks the target trajectory by means of the target control which is fed forward to the spacecraft, and by means of state feedback control. A spacecraft state estimator provides for the estimates of the spacecraft state (attitude, angular velocity), and provides for the estimate of the disturbance torque which is used for disturbance torque compensation. Secondly an algorithm for inertial-optical attitude determination and estimation of gyro parameters (drift rate bias and scale factor error) is presented. The algorithms were validated in software simulations of an attitude control system of the type as used in the Infra Red Astronomical Satellite (IRAS). The control law and state estimator were tested inflight, in an on-board experiment with the IRAS spacecraft. The considered control system comprises a strapdown rate-integrating gyro and a slit-type star sensor for optical-inertial attitude sensing, a reaction wheel actuator, and a 16-bit on-board computer. The estimation and control algorithms are described, design trade-offs are discussed, simulation results and in-flight results are presented.

Author

N84-24614# Dornier-Werke G.m.b.H., Friedrichshafen (West Germany).

DOCKING MECHANISM FOR IN-ORBIT ASSEMBLY AND SPACECRAFT SERVICING

F. GAMPE /n AGARD Guidance and Control Tech. for Advan. Space Vehicles 12 p (SEE N84-24603 15-12) Jan. 1984 Avail: NTIS HC A15/MF A01

Future in-orbit infrastructure requires the usage of a Docking Mechanism Subsystem (DMS) for in-orbit assembly and spacecraft servicing. As a first entry for European applications unmanned, autonomous docking missions are foreseen as well in low Earth orbit (processing platforms) as in geostationary orbit (communication satellite clustering). The Rendezvous and Docking (RVD) operation is a key technology to realize such type of mission. The DMS is imbedded in a system performing the 'last meters' problem, where specially the Attitude and Orbit Control Subsystem (AOCS) closely cooperates with the DMS. The DMS itself is composed of the Docking Mechanism itself and the Docking Mechanism Electronics. Dependent on the initial separation conditions two docking concepts are considered: the DMS- and the AOCS - controlled closure. A first docking demonstration is envisaged during the EURECA-2 mission in 1989/90.

N84-24615# Aeritalia S.p.A., Torino (Italy). Space Systems Div. THE INFLUENCE OF SENSOR AND THRUSTER IMPERFECTIONS ON THE ATTITUDE AND POSITION OF A SPACECRAFT PERFORMING A RENDEZVOUS

R. ANCILLOTTI and C. CASSI In AGARD Guidance and Control Tech. for Advan. Space Vehicles 13 p (SEE N84-24603 15-12) Jan. 1984 refs

Avail: NTIS HC A15/MF A01

The operational conditions of two spacecraft performing a rendezvous in geostationary orbit are given with the relative motion equation and the relevant control law. The concept of position, velocity and attitude measurement of the chaser vehicle with respect to the target one is given in order to allow the evaluation of the measurement errors. Simulations show the effect of the errors sources on the flight path of the approaching vehicle and point out the necessity of a good matching between the sensor accuracy and the minimum impulse level of the actuation system.

Author

N84-24616# Erno Raumfahrttechnik G.m.b.H., Bremen (West Germany).

CONTRÓL ASPECTS AS ELABORATED IN SPACE RENDEZVOUS SIMULATIONS

P. NATENBRUK and D. RANGNITT In AGARD Guidance and Control Tech. for Advan. Space Vehicles 10 p (SEE N84-24603 15-12) Jan. 1984

Avail: NTIS HC A15/MF A01

The European Space Agency's system technology study effort related to in-orbit operations, covers rendezvous and docking between two spacecraft one of which is actively doing the rendezvous while the other passively waits. Unlike the US missions, RVD to be done without any man in space. The chaser does its operations to some extent automatically, having on board the degree of autoriomy needed. Otherwise, it is steered from the ground by real-time or time tagged commands depending upon the contact opportunities. A program which simulates the homing phase and final approach control is described.

Office National d'Etudes et de Recherches N84-24617# Aerospatiales, Paris (France).

THE MANEUVERS OF AN OBSERVATION OPTIMIZING SATELLITE FOR RAPID OVERFLIGHT OF A PRECISE POINT ON EARTH (OPTIMISATION DES MANOEUVRES DUN SATELLITE DOBSERVATION EN VUE DUN SURVOL RAPIDE DUN POINT DU GLOBE

A. M. MAINGUY, C. AUMASSON, and S. LAFFY Guidance and Control Tech. for Advan. Space Vehicles 1 p (SEE N84-24603 15-12) Jan 1984 In FRENCH

Avail: NTIS HC A15/MF A01

For the purpose of heightened surveillance, it may be necessary to modify the quasipolar circular orbit of an Earth observation satellite and place it in a geosynchronous circular orbit in order to observe repeatedly a precise point on Earth once a day over a given time period. This maneuver should be effected as rapidly as possible, in less than two days. Because the altitudes of the orbits are close, it is possible to get rid of the constraints of heliosynchronism and solve the problem by considering the two orbits to have the same inclination. The difficulty of the problem lies in the fact that the maneuver must be accomplished in a short time period, with limited reserve capacity, and with an engine with a low power level. The maneuver must proceed by stages. Three studies are described in an effort to solve the generalized problem. One uses simplified hypotheses on the physical constraints and mathematical equations. The second, with more realistic hypotheses, accounts for the low thrust level and establishes the propulsive arc. The third study addresses the problem without simplification. It is a functional optimization in which the controls to be determined are the power module and its orientation in the local orbital reference Transl. by A.R.H.

N84-24618# Hughes Aircraft Co., El Segundo, Calif Space and Communications Group

AN APPROACH TO ATTITUDE CONTROL MANEUVERS WHICH HELPS MAINTAIN ORBIT INCLINATION

W M. BOWLES and M. R. ALTOBELLI In AGARD Guidance and Control Tech. for Advan. Space Vehicles 8 p (SEE N84-24603 15-12) Jan. 1984

Avail: NTIS HC A15/MF A01

An algorithm for attitude control is presented that derives a benefit for orbit inclination. This algorithm is useful for a spinning satellite using an offset axial thruster to perform attitude maneuvers Depending on the circumstances of the mission, significant fuel savings may be derived by the use of this algorithm

NL 4-24619# Honeywell, Inc., Minneapolis, Minn. Systems and

CHARACTERIZATION OF UNCERTAINTY FOR LARGE SPACE STRUCTURE CONTROL PROBLEMS

J. C. DOYLE and J. E. WALL. In AGARD. Guidance and Control Tech. for Advan. Space Vehicles. 19 p. (SEE N84-24603-15-12) Jan. 1984. refs. Sponsored in part by Honeywell Internal Research and Development Funding

(Contract F49620-82-C-0090)

Avail: NTIS HC A15/MF A01

A new formulation of the feedback control problem that captures both its performance and robustness aspects is reviewed. The basic analysis tool in this formulation is the structured singular value. The methods are potentially applicable to Large Space Structure Control Problems since they allow for uncertainty in a very natural way. Author

Dornier-Werke G.m.b.H., Friedrichshafen (West N84-24620#

ATTITUDE CONTROL ON LARGE FLEXIBLE SPACECRAFT

G. THIEME In AGARD Guidance and Control Tech. for Advan Space Vehicles 15 p (SEE N84-24603 15-12) Jan. 1984 refs Sponsored in part by ESA Avail: NTIS HC A15/MF A01

Some results found during the investigation of control problems of large flexible spacecraft are presented. A triple plate configuration of such a spacecraft is defined and studied. The model is defined by modal data derived from finite element modelling. The order reduction methods applied are briefly described and results of order reduction are presented. An attitude control concept with low and high authority control was used to design an attitude controller for the reduced model. The stability

and response of the original system together with the reduced controller is analyzed.

N84-24621# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Oberpfaffenhofen (West Germany). Inst. fuer Dynamik der Flugsysteme.

LOW AUTHORITY CONTROL OF FLEXIBLE SPACECRAFT VIA NUMERICAL OPTIMIZATION

G. SCHULZ In AGARD Guidance and Control Tech. for Advan-Space Vehicles 16 p (SEE N84-24603 15-12) Jan 1984 refs Avail: NTIS HC A15/MF A01

For the design of low authority controllers for attitude control of flexible spacecraft a new method based on numerical optimization is presented. Thereby a dominant criterion to be optimized is determined, and the design requirements are formulated as constraints. Two different criteria are investigated first a dissipation energy criterion is maximized and second a control energy criterion is minimized. The method is applied for attitude controller design of two models, the 'Draper Model No. 1 and the Purdue Model'. The first represents a flexible tetrahedral truss structure while the latter can be considered as model of a solar power satellite. Damping requirements for these models are formulated as design objectives and the controllers are determined using the proposed method. The achieved results show that due to the now existing efficient optimization software, controller design via numerical optimization is a useful and flexible tool for system design. This flexibility arises from the fact that arbitrary design criteria can be implemented.

N84-24622# Rome Univ (Italy) Dept. of Aerospace A DECENTRALIZED ACTIVE CONTROL SYSTEM FOR A LARGE FLEXIBLE STRUCTURE IN SPACE

A DANESI In AGARD Guidance and Control Tech for Advan Space Vehicles 15 p (SEE N84-24603 15-12) Jan. 1984 refs Avail: NTIS HC A15/MF A01

A new strategy in controlling the modal shapes of large structure in space is presented. An active low authority modal control system. consisting of a discrete number of servo system units (MCU) distributed along flexible masts supporting RF radiators, is provided to measure and control the local structural deformations in order to obtain a modal shapes resulting in acceptable pointing error for the RF radiators. Each servo unit is conceived as a model following control system implementing a strategy based on fast fourier transformation (F.F.T.) pairs computations. The control efforts applied by the M.C.U.s to the mast control points are made proportional to the spectral error function generated by a real time F.F.T. dedicated microprocessor as the difference between the measured and desidered modal spectra relative to the antenna angular deflections in respect to a fixed set point. The decentralized control system organized by a central controller residing in the master M.C.U., will force the antenna to match the model dynamical behavior which is expected to improve the antenna pointing accuracy within the large space structure design requirements.

Author

NR4-24623# Air Force Wright Aeronautical Labs., Wright-Patterson AFB, Ohio. Flight Dynamics Lab. DESIGN AND ROBUSTNESS ANALYSIS OF REDUCED ORDER CONTROLLERS FOR LARGE FLEXIBLE SPACE VEHICLES S. S. BANDA, D. B. RIDGELY, H. H. YEH, and D. V. PALMER In AGARD Guidance and Control Tech. for Advan. Space Vehicles 25 p (SEE N84-24603 15-12) Jan. 1984 refs Avail: NTIS HC A15/MF A01

In the control design of a large flexible space vehicle, a finite element model is truncated and the control system is designed on the basis of the reduced order model. The step-by-step application of frequency-shaped Linear - Quadratic - Gaussian methodology is discussed, as well as payoffs and costs of this method. The procedure for choosing and forming both state and control frequency - weightings is shown. Treating the unmodelled dynamics of the structure as a source of plant uncertainty, stability robustness evaluation is discussed. Practical usefulness of the singular-valued closed-loop performance analysis and its possible improvement are also discussed

15

N84-24624# Singer Co., Wayne, N. J. THE DESIGN, SIMULATION AND DEVELOPMENTAL TESTING OF THE SPACE SHUTTLE DATA BUS SYSTEM

A. J. SHAPIRO In AGARD Guidance and Control Tech. for Advan. Space Vehicles 22 p (SEE N84-24603 15-12) 1984 refs

Avail: NTIS HC A15/MF A01

A suggested sequence to be followed in the design, development analysis and simulation of a digital data bus system discussed. Also discussed are the computer modeling/simulations performed and the hardware verification test results obtained on elements of the Space Shuttle Orbiter data bus. A number of specific modules developed for the Space Shuttle are described as well as MIL-STD-1553 Remote Terminal Bus Controllers (RT/BC) in operational use by the U.S.A.F.

N84-24625# Dassault (E. M.) Co., St. Cloud (France) CERTIFYING ONBOARD SOFTWARE: A TOTAL PROGRESSIVE CERTIFICATION DES APPROACH (LA LOGICIELS **EMBARQUES:** GLOBALE **PROGRESSIVE**

G. BRACON In AGARD Guidance and Control Tech. for Advan Space Vehicles 10 p (SEE N84-24603 15-12) Jan. 1984 refs

Avail: NTIS HC A15/MF A01

The complexity and growing criticality of functions assured by software in systems vital for safety engender a difficult problem in computer program certification. Until the present, the method and tools (particularly tests) used at ESD in a project such as the Mirage 2000, permitted the attainment of a high level of quality in software products. However, the continued growth of the volume of programs and the ever more vital functions they exercise, requires effort in the quality assurance domain. Techniques actually used for verification and validation are described. Current studies and developments are examined including a system for helping define software needs, a system for helping in dynamic tests of real time programs, the definition of measurements of quality which can be selected by application to a structured development, and the formalized products which are issued from them

Transl by A.R.H.

N84-24626# Draper (Charles Stark) Lab , Inc , Cambridge,

VERIFICATION AND VALIDATION TECHNIQUES APPLIED TO THE RECONFIGURABLE BLOCK SD SATELLITE SOFTWARE W C. DINIAK In AGARD Guidance and Control Tech. for Advan Space Vehicles 12 p (SEE N84-24603 15-12)

(Contract F04701-74-C-0020; F04701-78-C-0018)

Avail: NTIS HC A15/MF A01

1984 refs

The U.S. Air Force Defense Meteorological Satellite Program (DMSP) Block 5D satellite uses two general purpose digital flight computers for control of the satellite and launch vehicle. During the life of six satellites, various reconfigurations of the flight software were accomplished to achieve improvements or to compensate for problems. An independent verification and validation (IV&V) process was conducted on that flight software prior to launch and prior to uplink of major software changes. To accomplish this, a closed-loop digital simulation of the mission to exercise the actual flight software in a realistic environment was developed and used. This experience, focusing on how both the simulation and the IV&V process evolved as a consequence of the flight history is described.

LAUNCH VEHICLES AND SPACE VEHICLES

Includes hoosters: manned orbital laboratories: reusable vehicles: and space stations.

Advisory Group for Aerospace Research and

Development, Neuilly-Sur-Seine (France).
ADVANCED TECHNOLOGY FOR SAM SYSTEMS ANALYSIS SYNTHESIS AND SIMULATION

Loughton, England May 1984 119 p refs Lecture Series held in Porz-Wahn, West Germany, 25-26 Jun. 1984, Rome, 28-29 Jun. 1984, and London, 2-3 Jul. 1984 (AGARD-LS-135; ISBN-92-835-0353-8; AD-A145365) Avail:

NTIS HC A06/MF A01

The introduction of new technologies and techniques in the analysis, synthesis and simulation of SAM systems seen from the point of view of guidance and control are considered. Topics covered include: methodology for conception of advanced systems; new concepts for missile control, and in particular for terminal control; present capability and future technology for seeker systems simulation; warhead technologies; homing head imperfections altering missile guidance; and terrain bounce countermeasures against monopulse seeker system. For individual titles, see N84-31249 through N84-31257

N84-31249# Thomson-CSF, Bagneux (France). Div. Systemes Electroniques

ADVANCED TECHNOLOGY FOR SAM SYSTEMS ANALYSIS, SYNTHESIS AND SIMULATION

M. PAULET In AGARD Advan. Technol. for SAM Systems Anal. Syn. and Simulation 6 p (SEE N84-31248 21-15) May 1984 In FRENCH and ENGLISH Avail NTIS HC A06/MF A01

An overview is presented of techniques and technologies being used in the development of defensive weapons with emphasis on the analysis, synthesis, and simulation of surface to air weapon missiles. Improvements in guidance, control, and warheads are

N84-31250# MATRA Service Aerodynamique, Velizy-Villacoublay (France). Dept. d'Analyse de Systemes Militaires.

METHOD FOR DESIGNING FUTURE WEAPONS SYSTEMS: EXAMPLE OF THE VERY SHORT DISTANCE GROUND-AIR SYSTEMS IMETHODOLOGIE DE LA CONCEPTION DES SYSTEMES D'ARMES FUTURS. EXEMPLE DES SYSTEMES SOL-AIR TRES COURTE PORTEE

J. F. GONDET In AGARD Advan. Technol. for SAM Systems Anal. Syn. and Simulation 23 p (SEE N84-31248 21-15) May 1984 In FRENCH

Avail: NTIS HC A06/MF A01

The assemblage and series of studies that it is desirable to perform before launching the development of a new weapon system are described. Focus is on the important steps in this approach made up of multicriteria-based comparative studies of the system being considered in order to address operational problems posed. To illustrate these methods, a parametric study is presented of very short distance surface to air missiles from which certain conclusions were considered in defining the Mistral system

Transl. by A.R.H.

N84-31251# Royal Military Coll. of Science, Shrivenham (England)

SOME ASPECTS OF GUIDANCE LOOP DESIGN FOR SAM SYSTEMS

D. J. EAST In AGARD Advan, Technol, for SAM Systems Anal. Syn. and Simulation 14 p (SEE N84-31248 21-15) May 1984

Avail: NTIS HC A06/MF A01

The basic structure of guidance loops for SAM systems is considered and two important practical problems associated with their design and implementation if optimum performance is to be achieved are discussed. The nature of the switching transients that occur when loop parameters are changed is examined and the fundamental requirements for transient free operation are

15 LAUNCH VEHICLES AND SPACE VEHICLES

presented. A computer aided design procedure for synthesizing a minimum bandwidth system which satisfies a stringent sensitivity specification despite large uncertainty in the plant being controlled is illustrated by means of a significant autopilot design example.

Autho

N84-31252# CETA, Angouleme (France).

TERMINAL CONTROL FOR COMMAND TO LINE OF SIGHT GUIDED MISSILE

J. L. DURIEUX In AGARD Advan, Technol, for SAM Systems Anal. Syn. and Simulation 14 p (SEE N84-31248 21-15) May 1984 refs

Avail: NTIS HC A06/MF A01

The implementation of terminal control guidance laws on line of sight, radio commanded missiles is discussed. Specific problems examined include: rangefinding accuracy, effects of tracker filtering, and switching from stationary to terminal controller. Performance is compared with active homing guidance for the case of medium-range, surface to air missiles. The parameters compared are: missile path curvature, agility, and effects of sensor noise. Both conventional and optimal control laws are considered.

E.A.K

N84-31253# Societe Nationale Industrielle Aerospatiale, Paris (France). Div. des Engins Tactiques.

A NEW CONCEPT FOR GUIDING MISSILES WITH AN APPLICATION TO THE GROUND-AIR SYSTEM (UN NOUVEAU CONCEPT DE PILOTAGE DES MISSILES APPLICATION AUX SOL-AIR)

G. SELINCE In AGARD Advan. Technol. for SAM Systems Anal. Syn. and Simulation 12 p (SEE N84-31248 21-15) May 1984 refs in FRENCH Avail: NTIS HC A06/MF A01

The PIF.PAF system associates to conventional control surfaces the action of gas jets creating lateral forces applied near the missile center of gravity. The advantages of the two devices are then cumulated, leading to very short response time and large lateral accelerations, even at low speed or high altitude, as the PIF rapidity makes up for the PAF dynamic error. The result is a notable decrease of miss distance against highly maneuvering targets. General principles of such a guidance system and examples of possible applications to surface to air missiles with antimissile capability are presented.

N84-31254# Army Missile Command, Redstone Arsenal, Ala. Systems Simulation and Development Directorate. SEEKER SYSTEMS SIMULATION, PRESENT CAPABILITY AND

FUTURE TECHNOLOGY

K. V. GRIDER In AGARD Advan. Technol. for SAM Systems Anal. Syn. and Simulation 10 p (SEE N84-31248 21-15) May 1984

Avail: NTIS HC A06/MF A01

The missile command's use of seeker in the loop real time simulation in the development of surface to air missile systems is discussed. Material is presented to show that seeker in the loop simulation makes a very positive contribution in the context of the current constraints on weapon system development, such as limited resources, the requirement for convincing system demonstrations, and the requirement for evaluation in a realistic environment including electromagnetic countermeasures and countercountermeasures. The present facilities and capabilities for such simulation in the radiofrequency, nonimaging infrared and electro-optical bands are described and discussed. Examples of simulation results and their contribution to cost effective system development are presented. Developing technology in this simulation area and plans for future increased simulator capability are addressed. The development of multimode or multispectrum, imaging infrared, and millimeter wave simulators are discussed.

N84-31255# Selenia S.p.A., Rome (Italy). Defence Systems Div.

MISSILE SYSTEM FOR LOW ALTITUDE AIR DEFENCE

R. BROWN and G. SANTI In AGARD Advan. Technol. for SAM Systems Anal. Syn. and Simulation 8 p (SEE N84-31248 21-15) May 1984 refs

Avail: NTIS HC A06/MF A01

Simulation techniques adopted in the design and development phases of the low altitude surface to air missile system SPADA are described. Two distinct areas are examined: one as a tool to validate system concepts, the other in conjunction with field tests to complete operational evaluation. The defense of high value targets (typically airports), within friendly territory, from low level, high speed air raids is examined. The location of such defended targets which is known to the enemy, and attacks are preplanned to take advantage of terrain contours and of electronic countermeasures (screening and deception) to avoid or to delay detection by the defence systems and therefore narrow in to the target, reaching useful weapon release distances. A missile system which is specifically designed for airport defence and considers identification and integrity of friendly A/C was developed. The system named SPADA enchances system survivability to attacks and adapts to the change of objective which are to be defended.

N84-31256# Thomson-CSF, Malakoff (France). Div. Avionique.
HOMING HEAD IMPERFECTIONS ALTERING MISSILE
GUIDANCE

M. DESMERGER In AGARD Advan. Technol. for SAM Systems Anal. Syn. and Simulation 6 p (SEE N84-31248 21-15) May 1984

Avail: NTIS HC A06/MF A01

The electromagnetic homing head imperfections which alter the missile guidance were analyzed. Problems connected with detection of the targets such as detection time, parasitic signals rejection, and phenomena introducing errors on target parameters such as thermal noise, parasitic signals, nature of the target radome aberrations are discussed.

N84-31257# Messerschmitt-Boelkow-Blohm G.m.b.H.,
Schrobenhausen (West Germany). Research and Future
Programmes for Warheads and Fuzes Dept.

WARHEADS FOR SAM SYSTEMS

M. HELD /n AGARD Advan. Technol. for SAM Systems Anal. Syn. and Simulation 18 p (SEE N84-31248 21-15) May 1984 Avail: NTIS HC A06/MF A01

The effectiveness of surface to air missiles (SAM) warheads are to be described with the use of lethality models. Missile hits are divided in direct hits and near pass. In the near pass the fragmenting warheads transfer the HE-energy to the target much more effectively than blast warheads. With high hit densities special synergistic or cumulative effects is accomplished. Synergetic or cumulative effects is accomplished. Synergetic or cumulative effects are discussed. Special high fragment beam densities are obtained by aimable warheads.

N86-27350# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). FMP Working Group WG-12

VALIDATION OF MISSILE SYSTEM SIMULATION Final Report Nov. 1985 114 p (AGARD-AR-206: ISBN-92-835-1514-5) Avail: NTIS HC

A06/MF A01

A survey of missile simulation facilities in 1982 indicated that very little was devoted to the validation of missile system simulations. The validation techniques that are used are not standardized, often ill defined, and generally undocumented. In an attempt to rectify this situation, missile simulation procedures were examined and techniques for the validation and universalization of the results were recommended. A simulation terminology that, if adopted, should simplify the validation process is recommended. A hierarchical model representation called, Confidence Level in Model Behavior (CLIMB), is also recommended to organize the simulation process. A standardized documentation procedure is emphasized which both simplifies the orderly use of simulation and insures confidence in the final simulation results. Examples of using CLIMB are included. Computer languages and how they can benefit the simulation process are discussed. Software verification, validation, and assessment methods are exemined

Recommendations were made to enhance the validation of the simulation. Author

18

SPACECRAFT DESIGN, TESTING AND PERFORMANCE

Includes spacecraft thermal and environmental control; and attitude control.

N86-27224# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). Fluid Dynamics and Flight Mechanics Panel.

UNSTEADY AERODYNAMICS-FUNDAMENTALS AND APPLICATIONS TO AIRCRAFT DYNAMICS

Loughton, England Nov. 1985 620 p In ENGLISH and FRENCH Symposium held in Goettingen, West Germany, 6-9 May 1985

(AĞARD-CP-386; ISBN-92-835-0382-1; AD-A165045) Avail: NTIS HC A99/MF A01

Recent advances in the methods for experimentation and computational prediction of nonlinear flow phenomena in unsteady aerodynamics and of stability parameters required to describe adequately the dynamic behavior of aircraft with special emphasis on high angle-of-attack were examined. Topics addressed include: unsteady boundary layers; unsteady separation and stall; buffeting; unsteady airloads; wind tunnel and flight test techniques, with emphasis on the measurement of nonlinearities, aerodynamic cross-coupling, hysteresis, and time dependent effects; mathematical modeling; bifurcation theory; prediction of wing rock; and advanced control systems. For individual titles see N86-27225 through N86-27266.

N86-27225# Technische Univ., Brunswick (West Germany). Inst. fuer Stroemungsmechanik.

UNSTEADY FLOWS: FUNDAMENTALS AND APPLICATIONS

B. LASCHKA In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 21 p (SEE N86-27224 18-02) Nov. 1985

Avail: NTIS HC A99/MF A01

An introductory overview about the fundamental equations describing the special features of unsteady flows is presented. Starting with the full Navier-Stokes equations different stages of reductions down to linear potential theory are evaluated. Their scope of validity is discussed. For viscous flows attention is given to the incompressible case whereas for inviscid flows compressibility was retained.

N86-27226# United Technologies Research Center, East Hartford,

DYNAMIC STALL OF SWEPT AND UNSWEPT OSCILLATING WINGS

F. O. CARTA In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 15 p (SEE N86-27224 18-02) Nov. 1985

Avail: NTIS HC A99/MF A01

Recent unsteady tests on oscillating tunnel-spanning wings (representative of full scale helicopter blades) have shown that the dynamic stall phenomena for a swept wing model is significantly different from that for an unswept wing. Several critical measurements and calculations relative to the behavior of the surface flow were made, including chordwise wave speed of the stalling vortex, the degree of pitch rate dependence of the vortex inception angle, and the ability of the cosine law for sweep to normalize unsteady poststall behavior, even after reattachment occurs. Finally, an examination of hot-film response data shows that the stagnation flow along the swept wing leading edge significantly alters the unsteady surface flow behavior in a narrow region along the leading edge when compared with data from the unswept wing. However, from approximately 15 percent chord and aft there appears to be no sweep effect, and the results from both wings are nearly indistinguishable.

N86-27227# Centre National de la Recherche Scientifique, Orsay (France).

UNSTEADY VISCOUS FLOW OF AN INCOMPRESSIBLE FLUID AROUND A PROFILE: A COMPARISON OF THEORY AND PRACTICE (ECOULEMENT INSTATIONNAIRE DECOLLE D'UN FLUIDE INCOMPRESSIBLE AUTOUR D'UN PROFIL: UNE COMPARISON THEORIE-EXPERIENCE)

O DAUBE, T. P. LOC P MONNET (Poitiers Univ., France) and M. COUTANCEAU In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 14 p (SEE N86-27224 18-02) Nov. 1985 In FRENCH

Avail: NTIS HC A99/MF A01

The results of numerical and experimental studies of the unsteady flow of a viscous incompressible fluid around a profile of high incidence were presented. Numerical simulation and experimental tests were used to analyze the correlation of the Navier-Stokes equation and Reynolds number at the transition phase.

Transl. by T.R.

N86-27228# Vrije Universiteit, Brussels (Belgium). Dept. of Fluid Mechanics.

VELOCITY AND TURBULENCE MEASUREMENTS IN DYNAMICALLY STALLED BOUNDARY LAYERS ON AN OSCILLATING AIRFOIL

J. DERUYCK and C. HIRSCH In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 13 p (SEE N86-27224 18-02) Nov. 1985 Sponsored in part by Belgian National Research Funds (NFWO) (Contract DAJA45-83-C-0021)

Avail: NTIS HC A99/MF A01

Detailed velocity and turbulence properties in the dynamically stalled boundary layer of an oscillating NACA 0012 airfoil were measured. The airfoil oscillated around an axis at 25% distance from the leading edge with a sinusoidal motion. Measurements are performed at eight chordwise positions, in non-stalled, stall onset, and deep stalled flow conditions. Instantaneous detailed flow and turbulence patterns of the periodic separation vortex are presented and discussed. Corresponding terms of the turbulent energy balance are derived and compared with flat plate boundary layer data. In particular, negative turbulent energy production is observed during vortex development.

N86-27229# Centre National de la Recherche Scientifique, Marseilles (France). Inst. de Mecanique des Fluides.

WING PROFILE IN STALLED POSITION SUBJECT TO A FLOW OF ALTERNATING POTENTIAL AND STRONG VORTEX |PROFIL D'AILE EN DECROCHAGE SOUMIS A UN ECOULEMENT ALTERNATIVEMENT POTENTIEL ET A FORT VORTICITE|

C. MARESCA and D. FAVIER In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 15 p (SEE N86-27224 18-02) Nov. 1985 In FRENCH Avail: NTIS HC A99/MF A01

The aerodynamic behavior of a wing profile subject to a flow of alternating potential and strong vortex is examined. The simulation experiment consisted of placing a fixed wing profile in the wake of a profile that oscillated at stalling incidence parallel to the flow. The results show that the effects on the fixed profile may be theoretically approximated by considering the profile as isolated in the flow while the amplitude of the speed and the incidence are simultaneously variable with the pre-established values.

Transl. by T. R.

N86-27230# Lockheed Missiles and Space Co., Sunnyvale, Calif.

A CRITICAL LOOK AT DYNAMIC SIMULATION OF VISCOUS FLOW

L. E. ERICSSON In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 11 p (SEE N86-27224 18-02) Nov. 1985
Avail: NTIS HC A99/MF A01

A critical examination is made of the classic role of the wind tunnel as a tool for simulation of the free flight aerodynamics. That the equivalence concept established for steady flow is not valid for unsteady flow is no great surprise. More surprising, probably, is the fact that simulation of the relative velocity time history, which assures simulation of the inviscid unsteady aerodynamics, will in many cases not assure simulation of the

unsteady viscous flow. In the case of flow separation and associated hysteresis the lack of simulation of the transient viscous flow can sometimes even generate the incorrect final steady state flow condition. Only close attention to the simulation of the unsteady boundary condition at the vehicle surface can assure the utility of experimental and numerical results for prediction of full scale unsteady viscous flow characteristics.

N86-27231# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Goettingen (West Germany). Inst. fuer Aeroelastik.

UNSTEADY BOUNDARY-LAYER SEPARATION ON AIRFOILS PERFORMING LARGE-AMPLITUDE OSCILLATIONS: DYNAMIC STALL

W. GEISSLER In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 12 p (SEE N86-27224 18-02) Nov. 1985

Avail: NTIS HC A99/MF A01

Experimental investigations have exposed a strong dependency of unsteady separation characteristics in the regime of dynamic stall on airfoil shape, Reynolds and Mach number, and frequency and time dependence incidence. A suitable prediction method should be able to account for these various parameters. Coupling procedures between two-dimensional unsteady boundary layers and inviscid suitace singularity methods (panel methods) were developed for analytical investigation of unsteady turbulent separation. The influence of various parameters on unsteady separation is discussed in detail and comparison with experimental data is made. The results show that, even for weak coupling between boundary layer and inviscid boundary condition, good correspondence exists between theory and experiment with respect to the development of unsteady separation.

N86-27232*# National Aeronautics and Space Administration.
Ames Research Center, Moffett Field, Calif.
COMPUTATIONAL ASPECTS OF UNSTEADY FLOWS

T. CEBECI (Douglas Aircraft Co., Inc., Long Beach, Calif.), L. W. CARR, A. A. KHATTAB, and S. M. SCHIMKE In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 25 p (SEE N86-27224 18-02) Nov. 1985 (Contract F496720-82-C-0055)

Avail: NTIS HC A99/MF A01 CSCL 01A

The calculation of unsteady flows and the development of numerical methods for solving unsteady boundary layer equations and their application to the flows around important configurations such as oscillating airfoils are presented. A brief review of recent work is provided with emphasis on the need for numerical methods which can overcome possible problems associated with flow reversal and separation. The zig-zag and characteristic box schemes are described in this context, and when embodied in a method which permits interaction between solutions of inviscid and viscous equations, the characteristic box scheme is shown to avoid the singularity associated with boundary layer equations and prescribed pressure gradient. Calculations were performed for a cylinder started impulsively from rest and oscillating airfoils. The results are presented and discussed. It is conlouded that turbulence models based on an algebraic specification of eddy viscosity can be adequate, that location of translation is important to the calculation of the location of flow separation and, therefore, to the overall lift of an oscillating airfoil. Author

N86-27233*# National Aeronautics and Space Administration. Ames Research Center, Moffett Field, Calif.

UNSTEADY TURBULENT BOUNDARY-LAYER EXPERIMENTS WITH RAPIDLY CHANGING FREE-STREAM CONDITIONS

G. J. BRERETON (Stanford Univ., Calif.), L. W. CARR, and W. C. REYNOLDS In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 9 p (SEE N86-27224 18-02) Nov. 1985

18-02) Nov. 1985 Avail: NTIS HC A99/MF A01 CSCL 01A

Selected data sets produced by the Stanford Unsteady Turbulent Boundary Layer Program are compared to analytic solutions of the Stokes equations for different kinds of imposed, organized unsteadiness. Good agreement is found, qualifying the facility as one that faithfully produces flows of different prescribed unsteady conditions. Data sets from the facility are therefore considered especially suitable for comparison with predictions of turbulence models for unsteady flows. New data describing the

development of an unsteady separation bubble are presented.

Author

N86-27234# Centre National de la Recherche Scientifique, Grenoble (France). Inst. de Mecanique.

EXPERIMENTAL STUDY OF UNSTEADY TURBULENT BOUNDARY LAYERS SUBJECT TO MEAN PRESSURE GRADIENTS OF ZERO OR POSITIVE [ETUDE EXPERIMENTALE DE COUCHES LIMITES TURBULENTES INSTATIONNAIRES SOUMISES A DES GRADIENTS DE PRESSION MOYENS NULS OU POSITIFS!

G. BINDER, S. TARDU, R. BLACKWELDER, and J. L. KUENY In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 13 p (SEE N86-27224 18-02) Nov. 1985 In FRENCH

Avail: NTIS HC A99/MF A01

The results of tests on turbulent flows in a fluid cycle, at the frequency and amplitude of the audible frequency range were presented. The results include velocity measurements using laser velocimeter equipment, as well as friction measurements using the hot film method.

Transl. by T. R.

N86-27235# Office National d'Etudes et de Recherches Aerospatiales, Toulouse (France). Dept. d'Etudes et Recherches en Aerothermodyn.

UNSTEADY TURBULENT BOUNDARY LAYERS: EXPERIMENTAL AND NUMERICAL INVESTIGATIONS (COUCHE LIMITE TURBULENTE INSTATIONNAIRE: INVESTIGATIONS EXPERIMENTALE ET NUMERIQUE)

J. COUSTEIX and R. HOUDEVILLE In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 12 p (SEE N86-27224 18-02) Nov. 1985 In FRENCH Avail: NTIS HC A99/MF A01

The results of an experimental study of turbulent boundary layers subject to periodic external fluctuations of the flow are presented. Two cases are studied, one a flat plate and the other a pipe with a positive pressure gradient viscous flow. The unsteady boundary layer equations and their relationship with viscous flow is analyzed using integral equations.

Transl. by T. R.

N86-27236# Mykytow (Walter J.), Weymouth, Mass.
REVIEW OF SMP 1984 SYMPOSIUM ON TRANSONIC
UNSTEADY AERODYNAMICS AND ITS AEROELASTIC
APPLICATIONS

W. J. MYKYTOW In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 45 p (SEE N86-27224 18-02) Nov. 1985. Avail: NTIS HC A99/MF A01

The latest methods of predicting transonic unsteady airloads for oscillating surfaces and flutter were discussed. Also considered were aerolelastic applications, many of which were made to standard AGARD configurations. The 16 papers and the round table discussion were summarized for coordination with the Fluid Dynamics Panel.

B.G.

N86-27237*# National Aeronautics and Space Administration. Ames Research Center, Moffett Field, Calif.

TRANSONIC AERODYNAMIC AND AEROELASTIC CHARACTERISTICS OF A VARIABLE SWEEP WING

P. M. GOORJIAN, G. P. GURUSWAMY (Informatics, Inc., Palo Alto, Calif.), H. IDE (Rockwell International Corp., Los Angeles, Calif.), and G. MILLER In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 15 p (SEE N86-27224 18-02) Nov. 1985 Previously announced as N85-25203

Avail: NTIS HC A99/MF A01 CSCL 01A

The flow over the B-1 wing is studied computationally, including the aeroelastic response of the wing. Computed results are compared with results from wind tunnel and flight tests for both low-sweep and high-sweep cases, at 25.0 and 67.5 deg., respectively, for selected transonic Mach numbers. The aerodynamic and aeroelastic computations are made by using the transonic unsteady code ATRAN3S. Steady aerodynamic computations compare well with wind tunnel results for the 25.0 deg sweep case and also for small angles of attack at the 67.5 deg sweep case. The aeroelastic response results show that the wing is stable at the low sweep angle for the calculation at the Mach number at which there is a shock wave. In the higher sweep

case, for the higher angle of attack at which oscillations were observed in the flight and wind tunnel tests, the calculations do not show any shock waves. Their absence lends support to the hypothesis that the observed oscillations are due to the presence of leading edge separation vortices and are not due to shock wave motion as was previously proposed.

N86-27238# National Aerospace Lab. Amsterdam

UNSTEADY AIRLOAD COMPUTATIONS FOR AIRFOIL OSCILLATING IN ATTACHED AND **SEPARATED** COMPRESSIBLE FLOW

R. HOUWINK In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 8 p (SEE N86-27224 18-02) Nov. 1985

Avail: NTIS HC A99/MF A01

Recent developments in coupled inviscid flow-boundary layer computations are discussed for airfoils in unsteady motion in attached and separated subsonic and transonic flow. The applicability of quasi-simultaneous strong interaction coupling procedures for transonic small perturbation theory and boundary layer integral methods is illustrated for oscillating airfoils with shock-induced separation. The relevance of the predicted airloads for aeroelastic applications is illustrated using the analysis of an aeroelastic instability of a supercritical wing wind tunnel model.

N86-27239# Dornier-Werke G.m.b.H., Friedrichshafen (West

Germany).
WIND TUNNEL AND FLIGHT TEST ANALYSIS AND EVALUATION OF THE BUFFET PHENOMENA FOR THE ALPHA JET TRANSONIC WING

H. BUERS and V. SCHMITT (Office National d'Etudes et de Recherches Aeronautiques Paris, France) In AGARD Unsteady Aerodynamics-Fundamentals and Application to Aircraft Dynamics 11 p (SEE N86-27224 18-02) Nov. 1985

Avail: NTIS HC A99/MF A01

In addition to previous presentations of wind tunnel and flight test data of the Dornier Transsonischer Tragfluegel (TST) program, results of local flow surveys on the wing in the buffeting region are presented. The vibration levels on the wing and at the pilot's seat are also shown. The separated effects of the slats in use both with and without trailing edge flaps as maneuver flaps up to the transonic flight regime are presented.

N86-27240# Max-Planck-Institut fuer Stroemungsforschung, Goettingen (West Germany)

UNSTEADY VORTEX AIRFOIL INTERACTION
G. E. A. MEIER and R. TIMM /n AGARD Unsteady
Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 10 p (SEE N86-27224 18-02) Nov. 1985 Avail: NTIS HC A99/MF A01

The unsteady flow in the vicinity of an airfoil in a subsonic flow with strong vortices is investigated for a two-dimensional problem. Emphasis was placed on the interaction of the passing vortex flow field with the steady flow field of the airfoil. Unsteady flow separation and generation of new vortices of the airfoil occurs depending on vortex strength and core path. Inviscid calculations of vortex paths and sound generation are compared with the experimental results. The associated pressure waves have a strong directivity. The vortices used for the interaction experiments are generated by different vortex shedding cylinders in a stationary duct flow or by airfoils in the starting flow of a shock-tube. High speed interferometric flow recording and wall pressure measurement are the main experimental techniques.

N88-27241# Westland Helicopters Ltd., Yeovil (England).
UNSTEADY AERODYNAMICS APPLICATION TO HELICOPTER NOISE AND VIBRATION SOURCES

T. S. BEDDOES In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 10 p (SEE N86-27224 18-02) Nov. 1985 Avail: NTIS HC A99/MF A01

The feasibility of producing aerodynamic loads of sufficient fidelity to enable a realistic acoustic signal to be derived was studied. The need arises from the excessive blade/slap noise which results from blade/vortex interaction. A tool is required to investigate the influence of design and operational parameters as

a routine procedure. For this purpose a simplified two dimensional model was developed and validated against a more sophisticated analysis. The model is extended to the rotor application where the complex wake geometry is the determining factor in the character of the loading. From the distributed transient loading an acoustic signal was derived which was compared with experimental data. A comprehensive correlation was not yet performed but the preliminary results are encouraging.

National Aeronautics and Space Administration. MRG-27242*# Ames Research Center, Moffett Field, Calif.

RECENT DEVELOPMENTS IN ROTARY-BALANCE TESTING OF FIGHTER AIRCRAFT CONFIGURATIONS AT NASA AMES RESEARCH CENTER

G. N. MALCOLM and L. B. SCHIFF Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 25 p (SEE N86-27224 18-02) Nov. 1985 Previously announced as N85-32090

Avail: NTIS HC A99/MF A01 CSCL 01A

Two rotary balance apparatuses were developed for testing airplane models in a coning motion. A large scale apparatus, developed for use in the 12-foot Pressure Wind Tunnel primarily to permit testing at high Reynolds numbers, was recently used to investigate the aerodynamics of 0.05-scale model of the F-15 fighter aircraft. Effects of Reynolds number, spin rate parameter, model attitude, presence of a nose boom, and model/sting mounting angle were investigated. A smaller apparatus, which investigates the aerodynamics of bodies of revolution in a coning motion, was used in the 6-by-6 foot Supersonic Wind Tunnel to investigate the aerodynamic behavior of a simple representation of a modern fighter, the Standard Dynamic Model (SDM). Effects of spin rate parameter and model attitude were investigated. A description of the two rigs and a discussion of some of the results obtained in the respective tests are presented.

Royal Aircraft Establishment, Bedford (England). N86-27243# Aerodynamics Dept.

NEW ROTARY RIG AT RAE AND EXPERIMENTS ON HIRM C. O. OLEARY and E. N. ROWTHORN In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 14 p (SEE N86-27224 18-02) Nov. 1985 Avail: NTIS HC A99/MF A01

A rig for measurement of forces and moments due to continuous rate of roll was commissioned at Royal Aircraft Establishment, Bedford. Tests were made on a High Incidence Research Model (HIRM) in two wind tunnels at M \approx 0.2, 0.4, and 0.7. At present models can be tested up to 40 deg angle of attack at rotational speeds up to 350 rpm. Tests on HIRM included an investigation of configuration and Reynolds number effects. Results are compared with similar data from tests with another rolling rig and from small amplitude oscillatory tests.

N86-27244# Aeronautical Research Inst. of Sweden, Bromma.
NEW DYNAMIC TESTING TECHNIQUES AND RELATED RESULTS AT FFA

JANSSON and L. TORNGREN In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 14 ρ (SEE N86-27224 18-02) Nov. 1985 Avail: NTIS HC A99/MF A01

Extraction of dynamic derivatives from wind tunnel testing was emphasized in recent years. This is shown from the number of different rigs developed and in use, both in the subsonic and transonic wind tunnels. Brief descriptions of the different rigs, testing procedures and data handling were given. A wide survey of the different rigs used for dynamic derivative testing and the corresponding testing capability are presented.

N86-27245# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Goettingen (West Germany). Inst. fuer

STANDARD DYNAMICS MODEL EXPERIMENTS WITH THE DFVLR/AVA TRANSONIC DERIVATIVE BALANCE

E. SCHMIDT In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 16 p (SEE N86-27224 18-02) Nov. 1985

Avail: NTIS HC A99/MF A01

A slender high-load forced-oscillation measuring system for dynamic derivatives of aircraft and missile models in a transonic wind tunnel is presented together with typical test results of the significant aerodynamic coefficients and stability derivatives of the Standard Dynamics Model, a simplified fighter aircraft model with a wing span of 0.345 m. The measurements in the rotational modes pitch, yaw, and roll encompass Mach numbers from 0.6 to 1.2, angles of attack from 0 to 30 degrees, and excitation frequencies from 2 to 20 Hz at a constant Reynolds number of 7.8 Mio/m. Most of the stiffness and damping derivatives gathered show substantial nonlinear dependence on Mach number and angle of attack, whereas the influence of reduced frequency is less prominent. The results are closely related to published measurements on Standard Dynamic Models performed in other NATO countries.

N86-27246# Institut de Mecanique des Fluides de Lille (France).

RECENT DEVELOPMENTS IN TECHNIQUES FOR DYNAMIC

RECENT DEVELOPMENTS IN TECHNIQUES FOR DYNAMIC SIMULATION FOR THE IDENTIFICATION OF STABILITY PARAMETERS [RECENTS DEVELOPPEMENTS DES TECHNIQUES DE SIMULATION DYNAMIQUE APPLIQUEES A L'IDENTIFICATION DES PARAMETRES DE STABILITE]

D. TRISTRANT and O. RENIER In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 14 p (SEE N86-27224 18-02) Nov. 1985 In FRENCH Avail: NTIS HC A99/MF A01

In the aircraft dynamic behavior prediction context, experimental methods and analytical procedures which allow mathematical linear modeling parameters to be identified, using a test apparatus located at the Institut de Mecanique des Fluides de Lille is presented. The rig characteristics, the experimental procedures, the identification methods, and results from different aircraft models will be described. Emphasis is put on the interest of a specific lambda degree of freedom angle formed by the rotational vector and velocity vector. Effectively, it is shown that rotational tests with a non zero value of lambda offer interesting possibilities for identification and allow the estimation of linear model parameters in the case of a quasi-linear path. A different degree of freedom, called gyration radius, was obtained by fixing a special mechanism onto the test apparatus. By carrying out a carefully selected test program, this degree of freedom allows the whole set of stability parameters to be identified, given the structure of the linear mathematical model. Finally, dynamic measures obtained during oscillatory coning using a complete aircraft model produced in evidence the large amplitude of unsteady aerodynamic phenomena at high angles of attack, which could not be ignored if prediction of post staff evolutions is sought.

N86-27247# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Brunswick (West Germany) Inst. fuer Flugmechanik.

GENERATION OF TWO-DIMENSIONAL GUST FIELDS IN SUBSONIC WIND-TUNNELS

B. KRAG and W. WEGNER (Technische Univ., Brunswick, West Germany) In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 12 p (SEE N86-27224 18-02) Nov. 1985

Avail: NTIS HC A99/MF A01

For a variety of flight vehicles, problems during flight in turbulence at subsonic speeds are expected mainly slow flying helicopters, tilt rotorcraft, aircraft maneuvering at high angles of attack, wing in ground effect vehicles, and aircraft with active controlled wings. The investigation of these problems posses large difficulties. The analyst rapidly enters domains where computational methods fail and where wind tunnel experiments are necessary. This raises the problem of stimulating atmospheric turbulence in a wind tunnel. Until now, no fundamental investigations of the problem of gust generation in wind tunnels were undertaken. Investigations of gust generations were started in a model subsonic wind tunnel In order to recognize the influence of the main parameters, like number of lift generating wings, chord length, trailing edge-flap or jet-flap, constant chord wing or side-wall mounted winglets, four different types of gust generators were investigated. The gust field was harmonically oscillating. Frequency response measurements of the gust angle of attack were made, covering the complete volume of the test section. Additionally the flow field in the wind tunnel behind harmonically oscillating gust generator flaps was calculated. The results were compared with the measurements

Author

N86-27248*# National Aeronautics and Space Administration Dryden (Hugh L.) Flight Research Center, Edwards, Calif EXTRACTION OF AERODYNAMIC PARAMETERS FOR AIRCRAFT AT EXTREME FLIGHT CONDITIONS

K. W. ILIFF In AGARD Unsteady Aerodynamics-Fundamentals

and Applications to Aircraft Dynamics 21 p (SEE N86-27224 18-02) Nov. 1985

Avail: NTIS HC A99/MF A01 CSCL 01A

The maximum likelihood estimator was used to extract stability and control derivatives from flight data for many years. Most of the literature on aircraft estimation concentrates on new development and applications, assuming familiarity with basic concepts. The maximum likelihood estimator and the aircraft equations of motion that the estimator uses are discussed. The current strength and limitations associated with obtaining flight-determined aerodynamic coefficients in extreme flight conditions are assessed. The importance of the careful combining of wind tunnel results (or calculations) and flight results and the thorough evaluation of the matheniatical model is emphasized. The basic concepts of minimization and estimation are examined for a simple computed aircraft example, and the cost functions that are to be minimized during estimation are defined and discussed. Graphic representations of the cost functions are given to help illustrate the minimization process. Finally, the basic concepts are generalized, and estimation of stability and control derivatives from flight data is discussed.

N86-27249*# National Aeronautics and Space Administration Ames Research Center, Moffett Field, Calif.

NONLINEAR PROBLEMS IN FLIGHT DYNAMICS INVOLVING AERODYNAMIC BIFURCATIONS

M. TOBAK and G. T. CHAPMAN In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 15 p (SEE N86-27224 18-02) Nov. 1985 Previously announced as N85-25206

Avail: NTIS HC A99/MF A01 CSCL 01A

Aerodynamic bifurcation is defined as the replacement of an unstable equilibrium flow by a new stable equilibrium flow at a critical value of a parameter. A mathematical model of the aerodynamic contribution to the aircraft's equations of motion is amended to accommodate aerodynamic bifurcations. Important bifurcations such as, the onset of large-scale vortex shedding are defined. The amended mathematical model is capable of incorporating various forms of aerodynamic responses. including those associated with dynamic stall of airfoils.

N86-27250*# National Aeronautics and Space Administration Ames Research Center, Moffett Field, Calif.

BIFURCATION THEORY APPLIED TO AIRCRAFT MOTIONS

W. H. HUI (Waterloo Univ., Ontario) and M. TOBAK In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 14 p (SEE N86-27224 18-02) Nov. 1985 Previously announced as N85-23705

Avail: NTIS HC A99/MF A01 CSCL 01A

The bifurcation theory is used to analyze the nonlinear dynamic stability characteristics of single-degree-of-freedom motions of an aircraft or a flap about a trim position. The bifurcation theory analysis reveals that when the bifurcation parameter, e.g., the angle of attack, is increased beyond a critical value at which the aerodynamic damping vanishes, a new solution representing finite-amplitude periodic motion bifurcates from the previously stable steady motion. The sign of a simple criterion, cast in terms of aerodynamic properties, determines whether the bifurcating solution is stable (supercritical) or unstable (critical). For the pitching motion of a flap-plate a foil flying at supersonic/hypersonic speed, and for oscillation of a flap at transonic speed, the bifurcation is subcritical, implying either that exchanges of stability between steady and periodic motion are accompanied by hysteresis phenomena, or that potentially large aperiodic departures from steady motion may develop. On the other hand, for the rolling oscillation of a slender delta wing in subsonic flight (wing rock). the bifurcation is found to be supercritical. This and the predicted amplitude of the bifurcation periodic motion are in good agreement with the experiments

N86-27251# National Research Council of Canada, Ottawa

DYNAMIC NONLINEAR AIRLOADS: REPRESENTATION AND MEASUREMENT

E. S. HANFF In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 14 p (SEE N86-27224 Nov. 1985

Avail: NTIS HC A99/MF A01

A new representation of aerodynamic reactions (in terms of the motion variables), which does not rely on assumptions of linearity, is proposed. This representation is, therefore, indicated for extreme flight conditions where a locally linearized model is usually of questionable value. The significance within the present context of stability derivatives is discussed with the intention of pointing out their range of applicability. A wind tunnel technique, capable of efficiently obtaining the bulk of the data required for the effective use of the representation is briefly described.

N86-27252°# National Aeronautics and Space Administration.

Langley Research Center, Hampton, Va.

RECENT EXPERIENCES OF UNSTEADY AERODYNAMIC EFFECTS ON AIRCRAFT FLIGHT DYNAMICS AT HIGH ANGLE OF ATTACK

L. T. NGUYEN, R. D. WHIPPLE, and J. M. BRANDON In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 25 p (SEE N86-27224 18-02) Nov. 1985

Avail: NTIS HC A99/MF A01

Recent research is highlighted which was conducted at the NASA Langley Research Center on two high angle-of-attack flight dynamic phenomena which are dominated by unsteady aerodynamic effects: wing rock and tumbling. Studies of wing rock induced by strong vortical flows and tumbling characteristics observed on an advanced configuration are reviewed. Results of wind tunnel experiments are summarized and the aerodynamic mechanisms involved in the phenomena were discussed.

N86-27253# Air Force Wright Aeronautical Labs., Wright-Patterson AFB, Ohio. Avionics Lab.

UNSTEADY ARRODYNAMICS AND DYNAMIC AIRCRAFT

MANEUVERABILITY

J. D. LANG and M. S. FRANCIS (Air Force Space Div., Los Angeles, In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 19 p (SEE N86-27224 18-02)

Avail: NTIS HC A99/MF A01

A forecast of future aerial combat predicated on anticipated technological advances and weapons developments suggests a need for supermaneuverable aircraft possessing greatly enhanced turning and virtually instantaneous point-and-shoot capabilities. The potential advantage of exploiting this unique flight environment was discussed along with a detailed description of expected vehicle dynamic behavior. An emerging picture of the unsteady aerodynamic behavior which will be experienced during these violent maneuvers dictates a need for greater vehicle and flow field control capabilities far in excess of any previously employed in application. However, the successful implementation of advanced control techniques may well beneficially exploit the unusual flow phenomena associated with this nonclassical method of flight. The research discoveries and developmental ideas generated during the next decade will likely alter the concept of maneuvering flight as it is known and lead to a new generation of aircraft with vastly improved combat capabilities

N86-27254# London Univ. (England). Dept. of Aeronautical

ON THE INTERFACE BETWEEN UNSTEADY AERODYNAMICS, **DYNAMICS AND CONTROL**

G. J. HANCOCK and R. VEPA In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 12 p (SEE N86-27224 18-02) Nov. 1985 Avail: NTIS HC A99/MF A01

The problems of interfacing the mathematical representation of linearized unsteady aerodynamics with dynamic response such that the eigenvalue of the dynamic response are correctly obtained. These eigenvalues are then used in control synthesis. Particular attention is paid to C sub M2 (lag effect between the main wing and tail) in the context of aircraft dynamics. The concept of quasi-steady aerodynamics is clarified.

N86-27255# Royal Aircraft Establishment, Farnborough (England).

OF PREDICTED CORRELATION OF PREDICTED AND FREE-FLIGHT RESPONSES NEAR DEPARTURE CONDITIONS OF A HIGH INCIDENCE RESEARCH MODEL

A. J. ROSS and G. F. EDWARDS In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 13 p (SEE N86-27224 18-02) Nov. 1985 Avail: NTIS HC A99/MF A01

The mathematical model of aerodynamic forces and moments is described, based on results from various wind tunnel experiments with the Royal Airforce Establishment High Incidence Research Model (HIRM). Simulations of the responses due to longitudinal and lateral control inputs at high angles of attack are compared with the responses measured on free-flight models of the configuration. The main features of the flight behavior are reproduced, in particular such phenomena as roll-off, wing rock, and nose slice.

N86-27256# Kansas Univ., Lawrence. Dept. of Aerospace

THEORETICAL PREDICTION OF WING ROCKING

C. E. LAN In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 13 p (SEE N86-27224 18-02) Nov. 1985

Avail: NTIS HC A99/MF A01

Wing rock is primarily a rolling oscillation about the longitudinal body axis at high angles of attack. It involves nonlinear interaction between flight dynamics and aerodynamics. A nonlinear aerodynamic model was proposed earlier to predict the wing rock frequency and amplitude of low aspect-ratio configurations with good accuracy. The theory is applied to a twin-jet fighter aircraft of moderate aspect ratio and to a low-speed configuration of high aspect ratio. For the purpose of predicting necessary aerodynamic derivatives, a lifting surface method coupled with nonlinear airfoil section data is developed. The results show that wing rock can be predicted with the present wing-rock and aerodynamic theories. It is also found that for configurations of high aspect ratio, the one degree of freedom dynamic model in the present wing rock theory should be used. For other configurations, the three degrees of freedom model is more appropriate.

N86-27257# Technische Hogeschool, Delft (Netherlands). Dept. of Aerospace Engineering

EFFECTS OF AERODYNAMIC LAGS ON AIRCRAFT RESPONSES

J. C. VANDERVAART In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 11 p (SEE N86-27224 18-02) Nov. 1985

Avail: NTIS HC A99/MF A01

Results of a theoretical study on the effects of unsteady aerodynamics on symmetric aircraft responses due to elevator and vertical turbulence imputs, are presented. Several linear models were developed to describe unsteady lift and downwash and delays due to horizontal tail length. Results for three example aircraft types show that calculated normal acceleration levels due to turbulence are very little affected by including unsteady wing lift and downwash. However, there appears to be a noticeable influence on plunging acceleration and pitch rate response to elevator or vertical turbulence inputs.

N86-27258# Smith Associates Consulting System Engineers Ltd., Cobham (England)

A SELF-ORGANISING CONTROL SYSTEM FOR NON-LINEAR AIRCRAFT DYNAMICS

In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 12 p (SEE N86-27224 18-02) Nov. 1985

Avail: NTIS HC A99/MF A01

At high angles of attack (AOA) flow separations can produce nonlinear and time varying aerodynamic loads, which cannot be predicted with great certainty. Such loads make control system development extremely difficult. A control system was developed which can accomplish on-line reduction of the a priori uncertainties pertaining to the effective control of the aircraft. The self-organizing

18 SPACECRAFT DESIGN, TESTING AND PERFORMANCE

control system was developed to suppress unacceptable pitch-up tendencies of an aircraft at high AOA, without the use of AOA measurement. The final control system demonstrated good performance for a variety of inputs although performance was not as good in turbulence

N86-27259# Messerschmitt-Boelkow G.m.b.H., Munich (West Germany). Hubschrauber und Flugzeuge.

GUST ALLEVIATION ON A TRANSPORT AIRPLANE

J. BECKER, F. WEISS, E. CAVATORTA (Aeritalia S.p.A., Naples,

Italy), and C. CALDARELLI In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 9 p (SEE N86-27224 18-02) Nov. 1985 Avail: NTIS HC A99/MF A01

A Gust Alleviation System on a preliminary configuration of a commuter aircraft was analyzed. The analysis takes into account the influence of the elasticity of the aircraft, unsteady aerodynamic effect, and mechanical nonlinearities such as backlash-deadzone. control surface rate, and deflection limitations. A relatively simple model shows that ride comfort can be improved by at least 50%.

N86-27260# Waterloo Univ. (Ontario). Dept. of Applied Mathematics and Mechanical Engineering
UNSTEADY THREE-DIMENSIONAL FLOW THEORY VIA MATERIAL FUNCTIONS

W. H. HUI and H. J. VANROESSEL In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 3 p (SEE N86-27224 18-02) Nov. 1985 (Centract NAGW-575)

Avail: NTIS HC A99/MF A01

A new Lagrangian formulation for unsteady three dimensional supersonic inviscid flow over rigid bodies is developed. The continuity equation is eliminated by the use of material functions. a generalization of the stream functions for steady flow. This is followed by a transformation to new independent variables, three of which are these material functions. The fourth variable is a Lagrangian time distinct from the Eulerian time. This simultaneous use of both Langrangian and Eulerian time allows the problem of flow with shock wave to be reduced to a fixed boundary one. In the Newtonian limit it is found possible to obtain analytic solutions for various body shapes.

N86-27261"# National Aeronautics and Space Administration. Ames Research Center, Moffett Field, Calif UNSTEADY INTERACTIONS OF TRANSONIC AIRFOILS WITH

GUSTS AND CONCENTRATED VORTICES

W. J. MCCROSKEY and G. R. SRINIVASAN (JAI Associates, Calif.) In AGARD Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 13 p (SEE N86-27224 18-02) Nov. 1985 Avail NTIS HC A99/MF A01

Unsteady interactions of strong concentrated vortices, distributed gusts, and sharp-edged gusts with stationary airfoils were analyzed in two-dimensional transonic flow. A simple and efficient method for introducing such vortical disturbances was implemented in numerical codes that range from inviscid, transonic small-disturbance to thin-layer Navier Stokes. The numerical results demonstrate the large distortions in the overall flow field and in the surface air loads that are produced by various vortical interactions. The results of the different codes are in excellent qualitative agreement, but, as might be expected, the transonic small-disturbance calculations are deficient in the important region near the leading edge

Hellenic Air Force Technology Research Center.

MODELLING OF THE VORTEX-AIRFOIL INTERACTION

A. G. PANARAS In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 16 p (SEE N86-27224 18-02) No. 1985 Avail NTIS HC A99/MF AUT

A modeling of the vortex-airful interaction is presented in which the finite-area of the real vortices is taken into consideration. Two vortex models are used. In the first, a disturbed piece of vorticity layer is simulated by four rows of discrete vortices of small strength In the second, a number of discrete vortices is arranged within a circle. The first model may simulate a shear layer or a wake, while the second, a well-formed vortex. The method was applied to the calculation of the pressure induced on the surface of the airful by the interacting vortex. Both models give similar results. It was found that for large distances of the vortex from the surface of the airfoil, the consideration or not of the finite-area of the vortex is not a significant factor in determining the induced pressure field. However, when the distance of the vortex from the surface is reduced its shape is distorted and the induced pressure pulses have lower amplitude than the ones induced by an equivalent point vortex. In the limit, where the vortex impinges on the leading edge of the airfoil, it is split into two and the time dependent pressure coefficient takes even negative values at some time

Deutsche Forschungs- und Versuchsanstalt fuer N86-27263# Luft- und Raumfahrt, Brunswick (West Germany). Inst. fuer Flugmechanik.

IDENTIFICATION OF AIRCRAFT CHARACTERISTICS INCLUDING GUST INDUCED DYNAMIC EFFECTS

D. ROHLF In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 8 p (SEE N86-27224 18-02) Nov. 1985 Avail: NTIS HC A99/MF A01

For the investigation of unsteady aerodynamic effects at low Mach numbers, dynamic tests using controllable models of a light transport aircraft were performed in wind tunnels in the Dynamic Simulation Facility (Germany) and the Free Flight Catapult Facility (France). These model test techniques have the advantage of laboratory conditions with the possibility of generating reproducible qusts. The achieved flight test data were analyzed in detail applying method of system identification. This included the determination of the discrete dust disturbance from onboard measured signals An approach was presented which used the measured angle of attack and additional calculated dynamic terms, which become essential in the presence of fast flow changes due to short-wave gusts or high-frequency control deflection. Measured time histories of model flight tests with excitation by control inputs and gusts are presented and compared with identification results obtained from the multi-run evaluation

Sherbrooke Univ (Quebec). Dept de Genie N86-27264#

EXPERIMENTAL STUDY OF THE EFFECT OF TURBULENCE ON DYNAMIC STALLING |ETUDE EXPERIMENTALE DE L'EFFET DE LA TURBULENCE SUR LE DECROCHAGE **DYNAMIQUE**

A. LANEVILLE, P. VITTECOO, and J. COTE. In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 7 p (SEE N86-27224 18-02) Nov 1985 In FRENCH Avail: NTIS HC A99/MF A01

The results of a study of dynamic stalling for different intensities of turbulence in the flow of a wind tunnel are presented. The test was conducted on a NACA 0018 profile with sinusoidal oscillation The results show that turbulence modifies both static and dynamic stall phenomena. It is shown that turbulence stabilizes the boundary layer at the leading edge, while allowing the profile to attain larger angles of incidence before stalling. In addition, turbulence alters the formation of vortices at the leading edge Transl. by T. R.

N86-27265*# National Aeronautics and Space Administration Ames Research Center, Moffett Field, Calif.

APPLICATION OF CFD TECHNIQUES

TOWARD VALIDATION OF NONLINEAR AERODYNAMIC MODELS

SCHIFF and J KATZ In AGARD Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics 15 p (SEE N86-27224 18-02) Nov. 1985 Previously announced as N85-26671

Avail. NTIS HC A99/MF A01 CSCL 14B

Applications of computational fluid dynamics (CFD) methods to determine the regimes of applicability of nonlinear models describing the unsteady aerodynamic responses to aircraft flight motions are described. The potential advantages of computational methods over experimental methods are discussed and the concepts underlying mathematical modeling are reviewed. The economic and conceptual advantages of the modeling procedure over coupled, simultaneous solutions of the gas dynamic equations and the vehicle's kinematic equations of motion are discussed The modeling approach, when valid, eliminates the need for costly

repetitive computation of flow field solutions. For the test cases considered, the aerodynamic modeling approach is shown to be

Office National d'Etudes et de Recherches N86-27266# Aeronautiques, Paris (France).

STUDY OF THE TRANSITION BEHAVIOR OF AN AIRPLANE IN THE VICINITY OF BIFURCATION POINTS (ETUDE DU COMPORTEMENT TRANSITOIRE D'UN AVION AU VOISINAGE DE POINTS DE BIFURCATION)

P. GUICHETEAU In AGARD Unsteady Aerodynamics-Fundamentals and applications to Aircraft Dynamics 7 p (SEE N86-27224 18-02) Nov. 1985 In FRENCH Avail: NTIS HC A99/MF A01

The transition behavior of an aircraft in the vicinity of bifurcation points, using a differential system method to analytically determine nonlinearities is discussed. The method proposed does not require the reduction of the differential system. Primary applications for Transl. by T. R. this method include studies on fighter aircraft.

20

SPACECRAFT PROPULSION AND POWER

Includes main propulsion systems and components, e.g., rocket engines; and spacecraft auxiliary power sources.

N85-15809# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).
RAMJET AND RAMROCKET PROPULSION SYSTEMS FOR

MISSILES

Loughton, England Oct. 1984 241 p refs In ENGLISH and FRENCH Lectures held in Monterey, Calif., 5-6 Sep. 1984, in London, 10-11 Sep. 1984, and in Neubiberg, West Germany, 13-14 Sep. 1984

(AGARD-LS-136; ISBN-92-835-0360-0; AD-A154081) Avail NTIS HC A11/MF A01

An introduction is given to modern Ramjet technology. Applications to missiles are especially emphasized. Various types of Ramjets are surveyed and characterized and Ramjet components are discussed, as well as the main types of subsonic combustion Ramjets and supersonic combustion Ramjets. For individual titles see N85-15810 through N85-15817.

23

CHEMISTRY AND MATERIALS (GENERAL)

Includes biochemistry and organic chemistry.

Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

MATERIALS SUBSTITUTION AND RECYCLING

Loughton, England Apr. 1984 298 p refs In ENGLISH and FRENCH Meeting held in Vimeiro, Portugal, 14-19 Oct. 1983 (AGARD-CP-356; ISBN-92-835-0352-X; AD-A148598). Avail: NTIS HC A13/MF A01

The rarity of several metals such as cobalt, chromium, tantalum and niobium, which are used in high temperature materials for jet turbine induces a need for stock-piling, conservation, substitution and recycling. This meeting was focused on the last two aspects, with special reference to superalloys with low critical element contents and substitutes to superalloys on one side, the identification of the sensitive impurities, the problems related to the increase of their concentration, and the possible ways to solve them on the other. For individual titles, see N84-33466 through N84-33488.

N84-33466# Rutgers - The State Univ., Piscataway, N. J. Center for Ceramic Research.

THE NATURE OF THE CRITICAL AND STRATEGIC MATERIALS PROBLEM

J. B. WACHTMAN, JR. In AGARD Mater. Substitution and Recycling 11 p (SEE N84-33465 23-23) Apr. 1984 refs Avail: NTIS HC A13/MF A01

The economics and national defense systems of the industrialized, market economy countries depend on many imported raw materials. Some of these materials are vital to the performance of advanced weapons or to basic production capacity such as machine tools. While no present shortage exists, the potential of supply interruptions requires national preparedness as a form of insurance. Adequate preparedness requires a multifaceted strategy including the capability of short term response, such as stockpiling, and longer term responses such as emergency substitution. Development of substitutes occurs normally only when a price or performance advantage is foreseen. Some substitutes are being developed through this natural economic motivation exists. Technically promising substitution development which could reduce vulnerability may require more deliberate and better organized government support.

N84-33467# Durham Univ. (England). Dept. of Geography. FACTORS AFFECTING THE SUPPLY OF STRATEGIC RAW MATERIALS WITH PARTICULAR REFERENCE TO THE AEROSPACE MANUFACTURING INDUSTRY

E. W. ANDERSON In AGARD Mater. Substitution and Recycling 20 p (SEE N84-33465 23-23) Apr. 1984 refs

Avail: NTIS HC A13/MF A01

The political and strategic factors affecting the supply of certain raw materials critical to the European NATO aerospace industry are analyzed. For various reasons, including potential political instability, concentration of sources, small scale of production and technological industrial problems, chromium, cobalt, hafnium, manganese, niobium, titanium, tungsten and vanadium are all considered to a degree at risk. R.J.F.

N84-33468# Motoren- und Turbinen-Union Muenchen G.m.b.H. (West Germany).

FOR MEASURES MATERIALS CONSERVATION **AERO-ENGINE CONSTRUCTION**

H. HUFF, R. GRAETER, and R. FROEHLING In AGARD Mater. Substitution and Recycling 9 p (SEE N84-33465 23-23) 1984

Avail: NTIS HC A13/MF A01

Based on the minimization of critical raw materials input the production of as little scrap (machining wastes, parts out of service) as possible, concepts for reducing the use of materials and the associated dependence upon raw materials imports are explained. With reference to aeroengine components, the following possibilities are shown as examples: Very different materials can be combined by means of modern joining techniques. Components built up in this way contain expensive materials only where they are indispensable. The blank contour can be approximated to the final contour of the component (thus reducing machining losses) by contour forging, flow turning and powder metallurgy. Run parts can be reusable. It is shown that a considerable economy of materials is obtainable and has partly been achieved already. Attention is drawn to problems which may follow from the application; e.g., material deposition or joining of dissimilar materials results in a tendency to render the recycling of such engine components more difficult.

N84-33469# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Stuttgart (West Germany).

TOWARDS A CYCLE WITHOUT LOSS: COBALT IN THE AIRCRAFT INDUSTRY

C. VOIGT In AGARD Mater, Substitution and Recycling 7 p. (SEE N84-33465 23-23) Apr. 1984 refs Avail: NTIS HC A13/MF A01

The flow cycle of cobalt in products used in the aircraft industry was investigated. The manufacturing processes, uses and ultimate destinations of the materials containing cobalt (superalloys, ultrahigh strength steels, tool steels and special alloys) were quantitatively analyzed. The ways in which cobalt is lost within the material cycle were determined. Cobalt recovery rates for process scrap and obsolete scrap are presented. It turns out that,

ultimately, the dilution of cobalt in iron is to a degree that it is improved scrap separation at all steps of the material cycle. The influence of no scrap technologies is discussed.

N84-33470# General Electric Co., Cincinnati, Ohio. Engineering Materials Technology Labs.

GAS TURBINE ENGINE DESIGN CONSIDERATIONS AS RELATED TO ALLOYS OF HIGH CRITICAL ELEMENT CONTENT

R. A. SPRAGUE In AGARD Mater. Substitution and Recycling 6 p (SEE N84-33465 23-23) Apr. 1984 Avail: NTIS HC A13/MF A01

The trade offs that a designer must make in the selection of materials for specific component applications are reviewed. Emphasis is placed on discussion of what options are available in reducing the strategic material content of the engine system while still achieving performance and cost objectives. The primary payoff is selection of wrought/cast alloys containing strategic elements is performance, not cost. For example, in commercial engines, the temperatures that parts are exposed to have increased steadily in an effort to improve specific fuel consumption. In military engines, higher operating temperatures are usually governed by efforts to improve thrust to weight ratio.

National Aeronautics and Space Administration. ewis Research Center, Cleveland, Ohio.

UNDERSTANDING THE ROLES OF THE STRATEGIC ELEMENT

COBALT IN NICKEL BASE SUPERALLOYS
J. B. STEPHENS and R. L. DRESHFIELD In AGARD Mater. Substitution and Recycling 15 p (SEE N84-33465 23-23) 1984 refs

Avail: NTIS HC A13/MF A01

Research progress in understanding the effects of cobalt and some possible substitute on microstructure, mechanical properties, and environmental resistance of turbine alloys is discussed. The United States imports over 90 percent of its cobalt, chromium, tantalum and columbium, all key elements in high temperature nickel base superalloys for aircraft gas turbine disks and airfoils. NASA, through joint government/industry/university teams, undertook a long range research program aimed at reducing or eliminating these strategic elements by examining their basic roles R.J.F in superalloys and identifying viable substitutes.

N84-33472# Wiggin Alloys Ltd., Hereford (England) OXIDE DISPERSION STRENGTHENED ALLOYS

G. A. J. HACK In AGARD Mater. Substitution and Recycling 16 p (SEE N84-33465 23-23) Apr. 1984 refs Avail: NTIS HC A13/MF A01

The principle of oxide dispersion strengthening was applied to precious metals, nickel, ferritic steels, aluminum alloys and superalloys. Conventional melting processes are unsuitable for the production of ODS alloys and alternative methods are required to incorporate oxides, etc., various base compositions. One of these methods, mechanical alloying is particularly appropriate to large scale commercialization and readily accommodate reactive alloying elements. The commercial production, properties and applications of ODS superalloys are described. The strength contribution of the oxides gives the alloy designer more freedom to optimize for oxidation and sulphidation resistance to minimize the use of strategic metals; for example, the alloys described are all cobalt

N84-33473# Vanderbilt Univ., Nashville, Tenn. Dept. of Metallurgy and Management of Technology.

SUBSTITUTION AND CONSERVATION TECHNOLOGY FOR CHROMIUM

A G GRAY In AGARD Mater. Substitution and Recycling 11 p (SEE N84-33465 23-23) Apr. 1984 Avail: NTIS HC A13/MF A01

Information is given on application areas where substitution conservation appear feasible in a supply crisis based on present available technology. Likewise, applications where research is needed to expand the substitution potential are indicated. Opportunities for conservation and displacement with emerging technologies are discussed. Finally, the value of an organized effort on substitution preparedness to gather and develop information on chromium substitution and conservation technology and have it ready as a contingency plan are presented. Chromium is a highly strategic and critical metal because of its significant import dependence and its essential uses for defense, energy and industrial products. It is used in such diversified applications as stainless steels and tool steels; alloy steels to provide hardenability in heat treatment, in air frames, and in landing heat and corrosion resistant alloys; superalloys for jet engines; alloy cast iron; electroplating; and corrosion treatment for aluminum

N84-33474# National Physical Lab., Teddington (England). POTENTIAL METAL-MATRIX COMPOSITES AS SUPERALLOY SUBSTITUTES

M. MCLEAN and T. KHAN (ONERA) In AGARD Mater. Substitution and Recycling 10 p (SEE N84-33465 23-23)

Avail: NTIS HC A13/MF A01

A review of metal-matrix composites for high temperature applications was made in order to identify materials that are insensitive to the supply of critical elements. The potential of metal-matrix composites as gas-turbine blade materials was largely judged on the increased temperature capabilities they offer over the strongest current superalloys. However, several composites that were rejected on this basis are either independent of or have low concentrations of critical alloying elements. Consequently they should be reassessed as reserve materials matching the performance of existing widely used superalloys that depend on strategically vulnerable constituents. An alternative approach might be to consider the potential of regenerating the original creep performance of certain monocarbide reinforced nickel based composites such as Cotac 744 developed at ONERA - after service exposure. In this context the combination of perfectly elastic fibers in a creeping matrix would imply that high temperature deformation of these materials is almost completely recoverable. Hence, one should judge the potential of these materials in the light of total life expectancy through both the processing and regeneration conditions rather than from their simple creep behavior alone.

N84-33475# Pratt and Whitney Aircraft Group, West Palm Beach. Fla. Government Products Div

MANUFACTURING DEVELOPMENTS TO REDUCE STRATEGIC MATERIALS USAGE

M. M. ALLEN, D. S. HALFPAP, and M. A. SIEGEL Mater. Substitution and Recycling 8 p (SEE N84-33465 23-23) Apr. 1984

Avail: NTIS HC A13/MF A01

Manufacturing development programs to reduce the usage in gas turbine engines are examined. Several programs which provided significant of cobalt, titanium, and tantalum results in reducing raw materials requirements, that have been reduced to practice are described. The programs include forging and casting complex parts to near net shape, recycling of machining scrap and used parts, repair and refurbishment of damaged or worn parts, and component retirement for cause. In addition to reduction of strategic material usage, the programs resulted in lower cost parts due to reduced material input requirements and less

N84-33476# GEC Turbine Generators Ltd., Whetstone (England). Central Metallurgical Labs

PRACTICAL IMPLICATIONS OF THE USE OF ALUMINIDE COATINGS FOR THE CORROSION PROTECTION OF SUPERALLOYS IN GAS TURBINES

A. STRANG, E. LANG (Commission of the European Communities). and R. PICHOIR (ONERA) //n AGARD Mater. Substitution and Recycling 35 p (SEE N84-33465 23-23) Apr. 1984 refs Avail: NTIS HC A13/MF A01

The difficulties incurred in the pack aluminizing of superalloys. especially in prolonging component life without emphasis on performance, integrity and safety of the engine are considered. The objectives and requirements of using aluminide coatings, the processes currently commercially available, the compatability of aluminide coatings with various superalloys substrates and quality control of both the coating and the coated component are reviewed. The properties of coatings themselves are considered for corrosion resistance, overall thermal and structural stability, and effect on the mechanical properties of the substrate. Long term corrosion protection is examined for the practicalities of reclaiming and recoating of exservice turbine parts to extend component life and conservation of critical materials.

N84-33477# Atomic Energy Research Establishment, Harwell (England). Materials Development Div.

COATINGS FOR FUEL ECONOMY OR MATERIALS SUBSTITUTION
J. P. COAD and K. T. SCOTT In AGARD Mater. Substitution

J. P. COAD and K. T. SCOTT In AGARD Mater. Substitution and Recycling 11 p (SEE N84-33465 23-23) Apr. 1984 refs Avail: NTIS HC A13/MF A01

The application of three coatin techniques in fuel economy or materials substitution is described. The coating techniques are plasma spraying, sputter ion plating (SIP) and plasma assited vapor deposition (PAVD), ad the applications range from thin coatings for nuclear and aerospace use to free standing furnace elements.

E.A.I

N84-33478# Naval Material Command, Washington, D. C.
THE NAVY PROGRAM TO DEVELOP REPLACEMENTS FOR
CRITICAL AND STRATEGIC MATERIALS

J. J. KELLY and M. A. KINNA (Naval Sea Systems Command)

In AGARD Mater Substitution and Recycling 10 p (SEE N84-33465 23-23) Apr. 1984

Avail NTIS HC A13/MF A01

The development of design options for critical and strategic materials (CSM) in future weapon and platform systems is discussed. Key objectives of the program are: development of a data base, fabrication of materials and components, demonstration of hardware, and establishment of manufacturing processes to provide reproducible materials and components. Four materials thrusts are addressed, they are: utilization of domestically abundant materials, development of domestic high temperature materials, evaluation of new materials and alloys, and conservation of critical materials.

N84-33479# Army Materials and Mechanics Research Center, Watertown, Mass.

CERAMICS AS SUBSTITUTES FOR SCARCE METALS

R N KATZ /n AGARD Mater Substitution and Recycling 8 p (SEE N84-33465 23-23) Apr. 1984 refs Avail: NTIS HC A13/MF A01

Opportunities for the use of ceramics as substitutes in several example applications, were explored. Lack of domestic availability of critical industrial metals, such as chromium and cobalt make the U.S. economy vulnerable to supply disruption. These critical metals are primarily used as high temperature, corrosion resistant or metal cutting alloys. Modern high performance ceramics are attractive substitutes for critical metals in many of these applications.

N84-33480# Bureau of Mines, Washington, D. C. Div. of Materials and Recycling.

NEW DEVELOPMENTS IN MATERIALS RECYCLING BY THE US BUREAU OF MINES

R. C. HORTON and C. B. KENAHAN In AGARD Mater. Substitution and Recycling 24 p (SEE N84-33465 23-23) Apr. 1984 refe

Avail: NTIS HC A13/MF A01

The mineral based waste products generated by industry and the consuming public as potential secondary mineral resources to be used for recycling materials are considered. Technical solutions are presented to complex recycling problems, such as: recovery of cobalt, nickel, and chromium from superalloy scrap; the separation, recovery, and reuse of nickel and chromium from stainless and specialty steel wastes; precious metal recovery from electronic scrap; an environmentally acceptable method for recycling lead acid batteries; recovery of nonferrous metals from scrap automobiles; and rapid scrap identification methods suitable for today's modern alloys.

E.A.K.

N84-33481# Imphy S.A. (France). Etudes et Recherches.
VACUUM RECYCLING EFFECT ON MINOR ELEMENTS IN
SUPERALLOYS (EFFET DES TRAITEMENTS SOUS VIDE SUR
L'EVOLUTION ES TENEURS EN ELEMENTS TRACES DANS LES
SUPERALLIAGES)

J. F. WADIER and J. MORLET /n AGARD Mater. Substitution and Recycling 12 p (SEE N84-33465 23-23) Apr. 1984 refs In FRENCH; ENGLISH summary Avail: NTIS HC A13/MF A01

Superalloy recycling is an economical and strategical necessity. Scrap recovery is examined from a thermodynamical and technological point of view with emphasis on air melting with oxygen blowing to remove titanium and aluminum before vacuum treatment; and non reactive melting of conditioned scraps in vacuum induction melting. The vacuum effect on the carbon/oxygen reaction, desulfurization and nitrogen removal, and heavy metal distillation is examined. Further reactions during remelting in VAR or ESR are taking account to assure the quality of the final product.

Author

N84-33482# Societe Nationale d'Etude et de Construction de Moteurs d'Aviation, Paris (France).

PROBLEMS PRESENTED TO ENGINE BUILDERS BY THE RECYCLING OF METALLIC MATERIALS [PROBLEMES POSES AUX MOTORISTES PAR LE RECYCLAGE DES MATERIAUX METALLIQUES]

Y. HONNORAT and J. NOUAILLES In AGARD Mater. Substitution and Recycling 7 p (SEE N84-33465 23-23) Apr. 1984 refs In FRENCH

Avail: NTIS HC A13/MF A01

Fabrication of the principal parts of aircraft engines implies assurance of a safe life that is not always completely verifiable by nondestructive quality control. Besides, the products of fabrication are often very weak and the cost of parts is greatly influenced by the economy of the material. The engine builder must then recycle scrap which is even more profitable since the recycling circuit is much shorter. Recycling is apt to generate problems of quality for which precautions should be taken. Examples from using forged titanium alloys and heat resistant nickel base alloys in the lost process illustrate the mechanisms by which recycling of scrap influences the quality of parts. The respective roles of different partners, the alloyist, the coarse part fabricator, the engine builder, and the recyclist are delineated. This means that acceptance control techniques offer the engine builder to master the problem are explained.

N84-33483# Pratt and Whitney Aircraft Group, West Palm Beach, Fla. Government Products Div.

COATING DEVELOPMENTS TO RESTRICT STRATEGIC MATERIALS USAGE

R. J. HECHT and D. S. HALFPAP In AGARD Mater. Substitution and Recycling 7 p (SEE N84-33465 23-23) Apr. 1984

Avail: NTIS HC A13/MF A01

The development of protective coatings that enabled the implementation of less environmentally stable alloys with no loss, and sometimes an increase, in component capability and life is described. Development of tailored MCrAly overlay coatings, improved diffusion aluminides, thermal barriers, and alternate wear resistant coatings allows the coating corrosion and oxidation life to be more independent of the base superalloy composition and hence allow more latitude in alloy selection. The resulting coating developments and their effects on reducing strategic element use are presented.

N84-33484# National Physical Lab., Teddington (England). Div. of Materials Applications

TRACE ÉLEMENTS IN SUPERALLOYS AND THE IMPLICATIONS FOR RECYCLING

P. N. QUESTED, T. B. GIBBONS, and G. L. R. DURBER (Glossop Superalloys Ltd.) In AGARD Mater. Substitution and Recycling 17 p (SEE N84-33465 23-23) Apr. 1984 refs Avail: NTIS HC A13/MF A01

The general problem of control and specification of impurity elements with emphasis on the situation related to recycled alloys and the influence of certain impurities on microstructure and properties are considered. It is shown that there is scope for the improvement of specifications for impurity elements and that a better understanding of the relationship between casting conditions

and microstructure is required for conventionally cast alloys.

E.A.K.

N84-33485# Ecole des Mines, Paris (France). Centre des Materiaux.

THE EFFECT OF RECYCLING ON CAST STRUCTURES AND THE INTERNAL CHARACTER OF IN100 ALLOY: A LABORATORY STUDY [EFFET DU RECYCLAGE SUR LES STRUCTURES DE FONDERIE ET LA SANTE INTERNE DE L'ALLIAGE IN 100: ETUDE DE LABORATOIRE]

S. RUPP, J. MASSOL, Y. BIENVENUU, and G. LESOULT (Ecole des Mines, Nancy) In AGARD Mater. Substitution and Recycling 14 p (SEE N84-33465 23-23) Apr. 1984 refs In FRENCH Avail: NTIS HC A13/MF A01

Some lots of virgin and recycled IN 100 alloys were selected by two European superalloy founderies (united European research). A laboratory study attempted to interpret in terms of solidification, the more marked tendency to microporosity observed by smelters in the recycled lots. Differential thermal analysis does not show the characteristic variations in the temperature of solidification except for those imputable to the slight variation in composition. Wetting during directional solidification permits measurement of the magnitude of morphology which governs the circulation of liquid in the viscous zone which comes to compensate for contraction during solidification. Differences in the precipitation kinetics in solid phases are observed between virgin and recycled alloys. Preliminary results of a study on Mar-M-002 alloy are also presented.

N84-33486# Centre de Recherches Metallurgiques, Liege (Belgium), Div. Formetal.

USING RECYCLED SUPERALLOYS IN PRECISION CASTING [MISE EN OEUVRE DE SUPERALLIAGES DE REEMPLOI EN FONDERIE DE PRECISION]

M. LAMBERGTS and J. M. DRAPIER In AGARD Mater. Substitution and Recycling 12 p (SEE N84-33465 23-23) Apr. 1984 refs In FRENCH Avail: NTIS HC A13/MF A01

The recycling of cast scrap is not uniquely justified by fear of difficulties in supplying primary metals or by care to preserve the relationship limited natural supplies of certain of these materials: it is imperative that the smelter minimize costs. Recyling can however, lead to a deterioration of the metallurgical properties of precision cast superalloys and to a certain chemical contamination that can affect the service life of cast parts. Recycling can be introduced only after careful control of all the consequences. The influence of recycling on composition (trace elements), solidification behavior, microstructure, and mechanical properties was investigated in various nickel alloys such as IN 100, IN 728, and Mar-M-002. Cobalt alloys such as X45 and W152 were also studied. Particular emphasis is given to inclusion content and to the tendency to microporosity. The technical occurrence and economics of an eventual hot isostatic compression cycle is evaluated. Transl. by A.R.H.

N84-33487# National Aeronautical Establishment, Ottawa (Ontario). Structures and Materials Lab.
TRACE ELEMENTS AND RESIDUAL ELEMENTS IN

THACE ELEMENTS AND RESIDUAL ELEMENTS IN SUPERALLOYS

R. T. HOLT In AGARD Mater. Substitution and Recycling 14 p (SEE N84-33465 23-23) Apr 1984 refs Avail: NTIS HC A13/MF A01

Impurities and trace elements in nickel base superalloys were studied Improvements in refinement technology are discussed, including evaluation of refactory materials to ensure minimal accumulation of inclusions. The section on detrimental elements covers: (1) residual gases and porosity; (2) nonmetallic inclusions, and (3) residual elements sulfur, phosphorus and other tramp elements which segregate to grain boundaries. This segregation leads to intergranular fracture and the elements were studied by auger electron spectroscopy (AES). Beneficial elements, which are added in small amounts to counteract the effect of the tramp elements are described. Some of those beneficial elements in small residual amounts may also help with grain size control. The processing of scrap with emphasis on minimizing the inclusion and trace element content of the alloys.

N84-33488# Paderborn Univ. (West Germany). RECYCLING CONFORM DESIGN

W. JORDEN In AGARD Mater. Substitution and Recycling 5 p (SEE N84-33465 23-23) Apr. 1984 refs Avail: NTIS HC A13/MF A01

The flow of materials in a real recycling system was demonstrated by a recycling model system. The analysis of this system results in additional new goals and guide lines for design. The guide lines are interpreted by examples which show how a product can be designed in a recycling conform manner. Each product should be prepared in an optimal way for the eventual reuse of the whole product and, after the end of product life, for regaining the residue materials.

24

COMPOSITE MATERIALS

Includes laminates.

N84-10203# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

CHARACTERIZATION, ANALYSIS AND SIGNIFICANCE OF DEFECTS IN COMPOSITE MATERIALS

Loughton, England Jul. 1983 309 p refs in ENGLISH and FRENCH Conf. held in London, 12-14 Apr. 1983 (AGARD-CP-355; ISBN-92-835-0333-3; AD-A134058) Avail: NTIS HC A14/MF A01

The effects of damage and manufacturing defects on the structural properties of composite materials are addressed. The general characterization of these defects, their analysis by nondestructive evaluation, and fatigue and static testing are also discussed. For individual titles, see N84-10204 through N84-10224.

N84-10204# Royal Aircraft Establishment, Farnborough (England). Materials and Structures Dept.

FRACTOGRAPHIC ANALYSIS OF FAILURES IN CFRP

D. PURSLOW In AGARD Characterization, Anal. and Significance of Defects in Composite Mater. 11 p (SEE N84-10203 01-24) Jul. 1983

Avail: NTIS HC A14/MF A01

Work on unidirectional carbon fiber reinforced plastics (CFRP) test coupons in which a known mode of failure had been produced, the modes being longitudinal and transverse tension, compression and shear is discussed. From a fundamental understanding of the character of the different modes and of the mechanisms of fracture propagation it is shown how the qualitative significance of micro-defects occurring in good quality laminates may be assessed. The defects considered are fiber faults, fiber matrix bond strength, fiber distribution, fiber alignment and voids and inclusions; these are illustrated and their individual and collective significance discussed.

N84-10205# Air Force Wright Aeronautical Labs . Wright-Patterson AFB, Ohio.

NDE TECHNIQUES FOR COMPOSITE LAMINATES

G. P. SENDECKYJ In AGARD Characterization, Anal. and Significance of Defects in Composite Mater. 22 p (SEE N84-10203 01-24) Jul. 1983 refs

Avail: NTIS HC A14/MF A01

Destructive and nondestructive evaluation (NDE) techniques for documenting defects and damage in resin-matrix composite materials are described and assessed from the viewpoint of a researcher studying the damage accumulation process. The results show that deplying, a destructive evaluation technique, provides the most detailed information on the spatial distribution of damage in resin-matrix composite materials. Of the NDE techniques, penetrant enhanced stereo X-ray radiography is the best one Ultrasonic, holographic, and edge replication NDE techniques provide much less information than X-ray radiography. Acoustic emission, thermographic and stiffness change monitoring provide valuable information on when to conduct more thorough evaluations using one of the other NE techniques.

Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Brunswick (West Germany). Inst. fuer

MONITORING OF DEFECT PROGRESSION BY ACOUSTIC **FMISSION**

In AGARD Characterization, Anal. and Significance J. BLOCK of Defects in Composite Mater. 11 p (SEE N84-10203 01-24) Jul. 1983 refs

Avail: NTIS HC A14/MF A01

Acoustic emission (AE) is a suited technique for the characterization of damage in composite materials, as also in metallic structures. A lot of tests with different carbon fiber reinforced plastics (CFRP) specimens make sure that there are correlations between certain AE parameters, respectively their variation, and characteristics of defects, which are typical for composites. The damage history of the test specimens can be analyzed with a very good chronological resolution. This includes an exact correlation between acoustic and mechanical parameters, such as load, cycle number etc. The present results demonstrate a potential for distinguishing between some dominant failure mechanisms, as fiber failure and matrix cracking, and noise generated by internal friction. Locating existing defects and tracking spatial damage progression is another field of application. All AE data are being monitored continuously in situ during loading of the specimen. Post-test-analysis of the stored data with suited computer programs enables a more sophisticated evaluation.

N84-10207# Societe Europeene de Propulsion, Saint-Medard-en-Jalles (France). Div. Propulsion a Poudre et

DISSECTING COMPOSITE PARTS: A VALUABLE AID IN CONCEPT DESIGN AND NONDESTRUCTIVE CONTROL [LA DISSECTION DES COMPOSITE: UNE AIDE PRECIEUSE A LA CONCEPTION ET AU CONTROLE NON DESTRUCTIF

M. BOURGEON In AGARD Characterization, Anal. and Significance of Defects in Composite Mater. 2 p (SEE N84-10203 01-24) Jul. 1983 In FRENCH

Avail: NTIS HC A14/MF A01

Specific examples are given to demonstrate the importance that must be given to dissecting parts made of composite materials. Such dissection is helpful in concept definition by bringing complementary information by calculations of fiber orientation and quality of functional liaisons etc., and in nondestructive control by real signification of flaws evidenced by different techniques and the effect this can have on the choice of methods.

Transl. by A.R.H.

N84-10208# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Brunswick (West Germany). Strukturmechanik

GROWTH OF DELAMINATIONS UNDER FATIGUE LOADING
R. PRINZ In AGARD Characterization, Anal. and Significance

of Defects in Composite Mater. 27 p (SEE N84-10203 01-24) Jul. 1983 refs

Avail: NTIS HC A14/MF A01

In order to determine the nature of failure mechanisms a number of fatigue tests were performed. The test specimens partly have artificial delaminations between different layers of the multidirectional laminates made from T300/914C prepregs. For better understanding of the strength degradation in fatigue a damage model, based on the delamination propagation, starting from the free edges between the plies of a multidirectional laminate, was developed. These defects propagate due to interlaminar stresses up to an area, which is critical in the case of tension-compression fatigue against buckling or shearing of parts of the delaminated test specimen.

Messerschmitt-Boelkow-Blohm G.m.b.H., Munich N84-10209# (West Germany). Aircraft Div.

EXPERIMENTAL INVESTIGATION OF DELAMINATIONS IN

CARBON FIBRE COMPOSITE

W. GEIER, J. VILSMEIER, and D. WEISGERBER Characterization, Anal. and Significance of Defects in Composite Mater. 11 p (SEE N84-10203 01-24) Jul. 1983 Avail: NTIS HC A14/MF A01

Results concerning the effect of delaminations on static and fatigue strength of carbon fiber composites are presented. The

delaminations were introduced artificially into solid laminates and sandwich structures by means of folded teflon patches. The effects of delaminations caused by low energy impact were also investigated. The tests were carried out both at room temperature and at 120 C in the as received as well as in the wet condition. For the sandwich structure design no loss in fracture strength could be found even in the case of fatigue and built-in delaminations. The same results are valid for the shear angle specimens. No significant loss in compression strength caused by 6 x 6 mm delaminations was found, although 12 x 12 and 12 x 25 mm delaminations showed a considerable reduction in strength. The effect of delaminations caused by low energy impact was found to be no greater than that of a 6 mm open hole. M.G.

N84-10210# Army Materials and Mechanics Research Center, Watertown, Mass.

CHARACTERIZATION OF CUMULATIVE DAMAGE IN

COMPOSITES DURING SERVICE

M. E. ROYLANCE, W. W. HOUGHTON, G. E. FOLEY, R. J. SHUFORD, and G. R. THOMAS In AGARD Characterization, Anal. and Significance of Defects in Composite Mater. 14 p (SEE N84-10203 01-24) Jul. 1983 refs Avail: NTIS HC A14/MF A01

The nature of cumulative damage occurring in glass epoxy composite test coupons and sub-structures during fatigue loading was investigated and the extent of this damage was correlated with remaining useful lifetime. Changes of stiffness in composite laminate specimens loaded in tension-tension fatique at various load levels were shown to reflect the extent of accumulated damage and the magnitude of the stiffness change was used to predict the remaining life fraction of the specimens. Dynamic structural analysis techniques can be used to follow these stiffness changes in substructures, and should be useful as a field technique for following stiffness losses in composite structures. The nature of the damage which occurs during fatigue loading was characterized by a number of nondestructive evaluation techniques including ultrasonics and infrared thermography.

N84-10211# Westland Helicopters Ltd., Yeovil (England).

AN EMPIRICAL APPRAISAL OF DEFECTS IN COMPOSITES

N. PARSLOW In AGARD Characterization, Anal. and Significance of Defects in Composite Mater. 18 p (SEE N84-10203 01-24) Jul. 1983

Avail: NTIS HC A14/MF A01

The development of a helicopter tail rotor blade from fiber reinforced materials is discussed. Rotor blades were manufactured from pre-preg material in the form of uni-directional glass fiber, uni-directional carbon fiber, and woven glass fabric (two weave styles) all impregnated with epoxy resin. An expanding mandrel technique was used to manufacture the tail rotor blade. All the development blades were subjected to a non-destructive evaluation to develop a technique capable of assessing the size and location of defects in the component, while maintaining a degree of convenience to ensure rapid inspection of the component. During the development of the tail rotor blade, various defects and discontinuities were produced. These are categorized and discussed in reference to their effect on blade performance.

N84-10212# Aeritalia S.p.A., Torino (Italy). Materials Technology

CORRECTION BETWEEN NONDESTRUCTIVE INSPECTION RESULTS AND PERFORMANCE OF GRAPHITE/EPOXY STRUCTURAL PARTS

F. CIPRI In AGARD Characterization, Anal. and Significance of Defects in Composite Mater. 7 p (SEE N84-10203 01-24) Jul.

Avail: NTIS HC A14/MF A01

During production of advanced composite structural parts, because of material or manufacturing process anomalies, some typical defects, such as porosity and/or delaminations, may become embodied into the final product. In order to improve the accept/reject criteria for typical defects, a static/fatigue test program was on specimens in which various porosity levels were simulated. Further, an attempt was made to correlate mechanical performances with the ultrasonic energy absorption measures.

N84-10213# Royal Aircraft Establishment, Farnborough (England).

Materials Structures Dept.

THE EFFECT OF DAMAGE ON THE TENSILE AND COMPRESSIVE PERFORMANCE OF CARBON FIBRE **LAMINATES**

S. M. BISHOP and G. DOREY In AGARD Characterization. Anal, and Significance of Defects in Composite Mater. 10 p (SEE N84-10203 01-24) Jul. 1983 refs Avail: NTIS HC A14/MF A01

The type of defect or flaw produced when carbon fiber reinforced plastics (CFRP) is damaged in service depends on the structural design and the conditions of damage such as the energy and momentum of an impact. These defects are stress raisers which may reduce the strength of the structure. There is a need, following non-destructive inspection, to be able to predict the residual performance so that decisions can be made on whether to monitor, repair or replace the component. Various types of damage produced by typical impact situations were assessed non-destructively and the effect on strength determined in tension and compression under both static and fatigue loading. For example areas of delamination, shown by sectioning to be multiple delamination between the plies, reduce the compressive strength by local buckling processes. Detailed examination of the fracture mechanisms at machined notches emphasizes the importance of effects in neighboring plies influencing the stress concentrations in the load carrying 0 deg fibers.

N84-10214# Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt, Stuttgart (West Germany). Inst. füer Bauweisen- und Konstruktionsforschung.
BEHAVIOR OF IDEALIZED DISCONTINUITIES AND IMPACT

DAMAGES IN CFRP UNDER FATIGUE LOADING

R. M. AOKI In AGARD Characterization, Anal and Significance of Defects in Composite Mater. 10 p (SEE N84-10203 01-24) Jul. 1983 refs

Avail: NTIS HC A14/MF A01

Results of an ongoing experimental program concerning the behavior of impact damaged carbon fiber reinforced plastic (CFRP) specimens are presented. The purpose is to determine the characteristics resulting from localized low-energy impact damage and also the behavior of the damaged specimens under harmonic fatigue loading. Damage simulating a dropped medium weight (300 g) tool was introduced by drop weights with various geometry impactors. Also circular defects were built into specimens as idealized discontinuities. The damage propagation under static and fatigue loading (R 0.1, R --1) was monitored using US-C-scan, temperature measurements and acoustic emission. The basic parameters included the influence of stacking sequence and impactor tip radius, as well as the degree of local discontinuity in the outer layers of the specimens. The straight sided specimens with quasi-isotropic lay-up are manufactured from T300/Code 69 The feasibility of simulating impact damages with this form of built-in idealized discontinuities is shown.

N84-10215# Societe Nationale Industrielle Aerospatiale, Suresnes

THE INFLUENCE OF FABRICATION FLOWS ON THE STATIC AND DYNAMIC BEHAVIOR OF STRUCTURES MADE OF CARBON-RESIN COMPOSITES (INFLUENCE DE DEFAUTS DE FABRICATION SUR LE COMPORTEMENT STATIQUE ET DYNAMIQUE DES STRUCTURES EN COMPOSITE COMPOSITE CARBON-RESINE

J. CUNY and G. BRIENS In AGARD Characterization, Anal. and Significance of Defects in Composite Mater. 9 p (SEE N84-10203 01-24) Jul. 1983 In FRENCH Avail: NTIS HC A14/MF A01

The types of flaws appearing in the fabrication of carbon-resin composites are examined as well as methods adopted for their detection. The influence of defects affecting only the resin or the fiber-resin interface are studied. Emphasis is on high resistance carbon fibers impregnated with epoxy resins. Transl by A.R.H

N84-10216# Costruzioni Aeronautiche Giovanni Agusta S.p.A. Gallarate (Italy). Technological Development Dept

ADVANCED ND TECHNIQUES FOR COMPOSITE PRIMARY STRUCTURES

M. FARIOLI, F. PORRO, G. SAMANNI, and V. WAGNER AGARD Characterization, Anal. and Significance of Defects in Composite Mater. 18 p (SEE N84-10203 01-24) Jul. 1983 refs

Avail: NTIS HC A14/MF A01

One of the weakest points in composites and adhesives technology is that there is no one N.D. method useful and valid for all kinds of defects. A variety of N.D. methods is needed in order to achieve good results in the inspectability of configurations. Some of the most popular techniques for maximum sensitivity determination of standard defects using proof specimen are reviewed. These include X-ray radiography and in-line radioscopy electronically supported; X-ray xeroradiography: radiography; and U.S. investigation methods. The application of these techniques and results obtained on the main rotor spar and blade main rotor blade grip are discussed.

N84-10217# Toronto Univ. (Ontario). Inst. for Aerospace Studies

COMPUTATION OF INFLUENCE OF DEFECTS ON STATIC AND **FATIGUE STRENGTH OF COMPOSITES**

R. C. TENNYSON, J. S. HANSEN, G. R. HEPPLER, G. MABSON (Engineering Research Associates, Toronto, Ontario), G WHARRAM (Engineering Research Associates, Toronto, Ontario). and K. N. STREET (Defence Research Establishment Pacific. Victoria, B.C.) In AGARD Characterization, Anal. and Significance of Defects in Composite Mater 17 p (SEE N84-10203 01-24)

Avail: NTIS HC A14/MF A01

A combined analytical and experimental investigation has been undertaken to determine the effects of flaws on the static strength and fatigue life of graphite/epoxy (AS1/3501-6) laminates. Both bond-line defects in sandwich beam construction and interlaminar disbond flaws were studied. Up to present, compressive strength test data were obtained from ambient and elevated temperature. moisture-saturated conditions, including results from thermal-spike cycling simulating supersonic flight. In addition, baseline data were obtained to define the strength parameters associated with the tensor polynomial lamina failure criterion. Although this model was originally derived for static 'unflawed' strength predictions, it is being extended to include the effect of holes and flaws. In the latter case, a finite element approach is described to illustrate the methodology for computing the influence of flaws. A formulation for predicting the fatigue life of laminates is presented based on the experimental evaluation of fatigue functions which are utilized in a form of the tensor polynomial failure criterion.

N84-10218# Drexel Univ., Philadelphia, Pa. Dept. of Mechanical Engineering

FRACTURE MECHANICS OF SUBLAMINATE CRACKS IN COMPOSITE LAMINATES

In AGARD Characterization, Anal. and A. S. D. WANG Significance of Defects in Composite Mater. 19 p (SEE N84-10203 01-24) Jul. 1983 refs

Avail: NTIS HC A14/MF A01

An overview is presented of a fracture mechanics approach to some of the most frequently encountered matrix dominated, sub laminate cracks in epoxy based composite laminates. By "sub-laminate", it is meant that the cracks are internal to the laminate, generally invisible macroscopically, but are much larger in size than those microcracks considered in the realm of micromechanics. The origin of sub-laminate cracks is assumed to stem from the coalescence of natural material flaws (also microcracks) which occur under a certain favorable laminate stress condition. Thus, the modelling of the mechanisms of sub-laminate crack initiation and propagation is essentially mechanistic and probabilistic in nature. Some specific results from several analytical/experimental investigations using graphite-epoxy investigations using graphite-epoxy laminates are presented and discussed. Author

N84-10219# Royal Aircraft Establishment, Farnborough (England). Materials and Structures Dept
THE SIGNIFICANCE OF

DEFECTS AND DAMAGE IN COMPOSITE STRUCTURES

R. T. POTTER In AGARD Characterization, Anal. and Significance of Defects in Composite Mater. 10 p (SEE N84-10203 01-24) Jul. 1983 refs

Avail: NTIS HC A14/MF A01

The significance of defects and damage in fiber composite structures depends upon a wide range of decisions taken at every stage of the life of each particular structure, from the initial design conception, through detailed design and manufacture, to inspection, maintenance and repair procedures. Since many of these decisions interact, there is a need for a coherent overall philosophy for the management of defects and damage if fiber composite structures are to be efficient and cost effective. The general requirements of such a philosophy are considered and it is seen that further research is required particularly on the interaction of defects and damage with structural features. Some initial results and observations from the RAE program devised to study such interactions are presented.

N84-10220# Royal Aircraft Establishment, Farnborough (England).

Materials and Structures Dept.

IN-SERVICE NDI OF COMPOSITE STRUCTURES:
ASSESSMENT OF CURRENT REQUIREMENTS AND **CAPABILITIES**

D. E. W. STONE and B. CLARKE In AGARD Characterization. Anal, and Significance of Defects in Composite Mater. 14 p (SEE N84-10203 01-24) Jul. 1983 refs Avail: NTIS HC A14/MF A01

Practical design criteria and the structural significance of defects and damage in carbon fiber composite components are reviewed. The principal sources of in-service damage and the possibility of the interaction of damage mechanisms are considered. The concept of providing a map of damage acceptability for a given structure is then discussed. The probable current requirements for in-service NDI are assessed. The capabilities and limitations of currently available NDI techniques are reviewed, and some recent developments are described.

N84-10221# McDonnell Aircraft Co., St. Louis, Mo. OF FFFFCT DEFECTS ON AIRCRAFT COMPOSITE STRUCTURES

R. A. GARRETT In AGARD Characterization, Anal. and Significance of Defects in Composite Mater. 34 p (SEE N84-10203 01-24) Jul. 1983 refs

Avail: NTIS HC A14/MF A01

Seven manufacturing defects associated with mechanical fasteners for aircraft composite structures were investigated; out-of-round holes; broken fibers on the exit side of drilled holes; porosity; improper fastener seating depth; tilted countersinks; interference fit; and multiple fastener installation and removal cycles. Both static and fatigue test results are described, along with correlation with analysis techniques. The interaction of the effects of these defects on hole wear, measured in fatigue tests of structural joints, is considered. The effects of two types of service-induced damage are also described; low energy impact damage and 23mm HEI ballistic damage. The relative sizes of visible and non-visible damage as determined by visual and non-destructive inspection techniques are compared. Stitching and the inclusion of glass or Kevlar fiber buffer strips to improve the damage tolerance of carbon/epoxy structures are evaluated Results of tests of carbon/epoxy panel structures are discussed. Correlation of experimental results with predicted residual static strength is good. Author

N84-10222# General Dynamics Corp., Fort Worth, Tex THE ENGINEERING SIGNIFICANCE OF DEFECTS COMPOSITE STRUCTURES

D. J. WILKINS In AGARD Characterization, Anal. and Significance of Defects in Composite Mater. 11 p (SEE N84-10203 01-24) Jul. 1983 refs

Avail: NTIS HC A14/MF A01

The significance of defects in composite aircraft structures is described from a broad, practical viewpoint. Three generic defect types (cut fibers, matrix cracks, and delaminations) and simple load components that can be generalized to the most complex

loading cases are considered. Methods for evaluating manufacturing and in-service damage in terms of the resulting local damage are reviewed and the possible benefits of more damage tolerant forms of composite materials are explored.

Author

N84-10223# British Aerospace Public Ltd. Co., Preston (England). Aircraft Group

DEFECT OCCURRENCES IN THE MANUFACTURE OF LARGE CFC STRUCTURES AND WORK ASSOCIATED WITH DEFECTS. DAMAGE AND REPAIR OF CFC COMPONENTS

C. S. FRAME and G. JACKSON In AGARD Characterization. Anal. and Significance of Defects in Composite Mater. 17 p (SEE N84-10203 01-24) Jul. 1983 Avail: NTIS HC A14/MF A01

Current activities in a research investigation into the effects of defects and damage, and their repair, are reviewed. Future work in this field is also discussed. The occurrences of defects and damage in large CFC structures (eg. Tornado taileron, Jaguar wing etc) are presented and experience gained from flight and ground testing is reported. The NDT detection and characterization methods are given together with an outline of the work proposed to overcome existing problem areas and limitations.

N84-10224# Rockwell International Corp., Los Angeles, Calif. DELAMINATION GROWTH IN COMPOSITE STRUCTURES UNDER INPLANE COMPRESSION LOADING

D. Y. KONISHI In AGARD Characterization, Anal. and Significance of Defects in Composite Mater. 10 p (SEE N84-10203 01-24) Jul. 1983 refs

Avail: NTIS HC A14/MF A01

An approximate solution to the stress field causing delamination under biaxial loading, where the principal load is compressive, was developed. It utilizes a Raleigh-Ritz approach for the finite amplitude deflection analysis of a rectangular or elliptical plate which has bending/membrane coupling terms and clamped boundary conditions. The solution determines the complete stress field on the boundary, including the short transverse stress field. This leads to delamination growth trajectories which can be determine constant gradient da/dt analyzed to configurations. These results can be analyzed to establish design criteria to be used to minimize the impact of delamination growth considerations by stacking sequence selection, etc., as well as to maximize the residual strength capabilities of the structure.

Author

N84-31300# Advisory Group for Aerospace Research and Development, Neurlly-Sur-Seine (France). COMPOSITE STRUCTURE REPAIR

L. G. KELLY (AFWAL) Feb. 1984 24 p refs Presented at the 57th Meeting of the Structures and Materials Panel, Vimeiro, Portugal, 9-14 Oct. 1983

(AD-A141456; AGARD-R-716; ISBN-92-835-1466-1) Avail: NTIS HC A02/MF A01 CSCL 11D

The technology for advanced composite structure repair is presently in a developing stage. The boundaries and limitations of bolted versus bonded repairs and precured patches versus cocured in place patches and their applicability to various types of hardware has yet to be clearly established. This paper does not discuss step by step repair procedures for specific aircraft components, such as defined in repair technical orders, but rather provides general guidelines for repair concepts and discusses two repair configurations that are generic in nature; an external patch and a near flush repair and the extent to which they have been verified in the U.S. These repairs are applicable to a wide variety of light to moderately bonded (up to 25,000 lb/inch) stiffened and honeycomb sandwich structure sustaining damage over a reasonably large area (up to 100 sq. in.) Also provided are references to documents containing step by step procedures for these repair techniques and identification of organizations in the

U.S. actively engaged in advanced composite structure repair.

GRA

24 COMPOSITE MATERIALS

Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

COMPOSITE STRUCTURE REPAIR, ADDENDUM

Loughton, England Aug. 1984 26 p refs Presented at the 58th Meeting of the Struct. and Mater. Panel, Sienna, Italy, 2-6 Apr. 1984 Addendum to AGARD-R-716; N84-31300 (AGARD-R-716-ADD; ISBN-92-835-1476-9; AD-A148800) Avail: NTIS HC A03/MF A01

Programs are presented in which bonded and bolted composite repair techniques were validated. The repair of specific military and commercial aircraft components is addressed. Composite repair of flat laminates, integral stiffened panels, and honeycomb sandwich structures on aircraft is discussed. For individual titles see N85-17058 through N85-17059.

N85-17058# Naval Air Development Center, Warminster, Pa. REPAIR OF COMPOSITES

T. M. DONNELLAN, E. L. ROSENZWEIG, R. E. TRABOCCO, and J. G. WILLIAMS (Aeronautical Research Labs., Melbourne) AGARD Composite Struct, Repair, Addendum, 10 p (SEE N85-17057 08-24) Aug. 1984 refs Avail: NTIS HC A03/MF A01

Developments in composite repair technology are discussed. The planned use of composites in primary aircraft structure has necessitated the development of a specialized repair technology. The types of damage seen in composites differs from conventional materials. Delamination is the most serious composite defect since it can exist without causing surface damage. The two techniques used to repair composites are bonded and bolted approaches. A number of programs have been performed which have evaluated repair techniques under simulated operating conditions. Programs are discussed in which bonded and bolted repair techniques were validated. Generic repair development programs are described in which the repairs were performed with equipment and techniques possible in the service environment. The results of these studies show that the repairs restored the component structural integrity. Repair programs on specific military and commercial aircraft are also described. The components studied included an AHI rotor blade, a S-3A spoiler and a L-1011 fin.

Messerschmitt-Boelkow-Blohm G.m.b.H., Munich

COMPOSITE REPAIR OF AIRCRAFT STRUCTURES

J. W. VILSMEIER In AGARD Composite Struct. Repair, Addendum 9 p (SEE N85-17057 08-24) Aug. 1984 Avail: NTIS HC A03/MF A01

The repair of composite and metallic aircraft structures with composite materials has become a matter of world wide interest and activity. Activities in the field of composite repair of flat laminates, honeycomb sandwich structures, and integral stiffened panels are presented. Composite repair problems, aircraft battle damage repair, bonding on wet laminates, environmental effects, and problems associated with nondestructive testing of repaired structures and repair of joints are discussed. R.S.F

25

INORGANIC AND PHYSICAL CHEMISTRY

Includes chemical analysis, e.g., chromatography; combustion theory; electrochemistry; and photochemistry.

N84-24732# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). COMBUSTION PROBLEMS IN TURBINE ENGINES

Loughton, England Jan. 1984 434 p refs In ENGLISH and FRENCH Symp. held in Cesme, Turkey, 3-6 Oct. 1983 (AGARD-CP-353; ISBN-92-835-0346-5; AD-A140700) Avail: NTIS HC A19/MF A01

With ever increasing emphasis on improving gas turbine cycle efficiency, reducing engine development time/cost, reducing cost of ownership, minimizing pollutant emissions, and more recently the need to develop fuel tolerant combustion systems, the combustion problems in gas turbine engines require special considerations. Alternative fuels, fuel preparation, kinetics, soot,

liner cooling, and combustion modeling are among the topics discussed. For individual titles see N84-24733 thru N84-24768

26

METALLIC MATERIALS

Includes physical, chemical, and mechanical properties of metals, e.g., corrosion; and metallurgy

N85-33238# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). Structures and Materials

MANAGEMENT OF CORROSION

Loughton, England May 1985 168 p refs Lectures held in Ankara, 17-18 Jun. 1985, in London, 20-21 Jun 1985, and in Ottawa, 2-3 Jul. 1985

(AGARD-LS-141; ISBN-92-835-1500-5; AD-A158935) Avail NTIS HC A08/MF A01

Papers submitted for AGARD Lecture Series No. 141 (Management of Corrosion), concerning the management of corrosion in the aerospace field, are presented. Among the subjects covered are the superiority of corrosion resistance of low alloy steel containing 0.5 wt% copper over plain carbon steel, some theoretical aspects of corrosion and practical implications for aircraft, the effect of the microenvironment on corrosion, corrosion protection by means of various coatings, the special susceptibility of aircraft components to corrosion, aircraft corrosion preventive measures, experimental methods used to monitor corrosion, and the effect of road salt and a marine environment on thin-gage

metals used in vehicle and aircraft manufacture. For individual

N85-33239# Michigan State Univ., East Lansing. Dept of Metallurgy, Mechanics and Materials Science CORROSION MANAGEMENT STRATEGIES FOR AIRCRAFT AND RELATED SYSTEMS

R. SUMMITT In AGARD Management of Corrosion 3 p (SEE N85-33238 22-26) May 1985 refs Avail: NTIS HC A08/MF A01

titles see N85-33239 through N85-33247

Unlike the automobile, which is considered a throwaway item in the U.S. economy, in the case of the aircraft, demands for safety and reliability, coupled with enormous replacement costs, force an anitcorrosion strategy which centers on timely and effective maintenance, regardless of cost. The operational life of an aircraft is greatly prolonged by a complex hierarchy of inspection and repairs, the costs of which never could be justified for a truck or automobile. Even more important than economics in aircraft, is the requirement for safety and reliability. The emphasis in aircraft anticorrosion tactics now lie in the fields of linear elastic fracture mechanics, damage-tolerant design, and reliability-centered maintenance

N85-33240# Technische Hogeschool, Delft (Netherlands). Metallurgy Lab.

THEORETICAL ASPECTS OF CORROSION AND PRACTICAL IMPLICATIONS FOR AIRCRAFT AND RELATED SYSTEMS
W. A. SCHULTZE In AGARD Management of Corrosion 24 p

(SEE N85-33238 22-26) May 1985 refs Avail: NTIS HC A08/MF A01

The basic phenomena of corrosion, the nature of the operational environment, and the response of typical aerospace materials to corrosion are reviewed. Among the topics discussed are single electrode reactions, the dynamic equilibrium of an electrode reaction, the redox electrode, electrode potential, polarization, and reaction rates. Also discussed are corrosion reactions, i.e., corrosion of a homogeneous metal in an acid solution, Pourbaix diagrams, kinetic aspects of corrosion, the effect on corrosion of inhomogeneities in metal or environment, and the corrosion kinetics of a passive metal.

N85-33241# Sereda (P. J.), Ottawa (Ontario).

ENVIRONMENTAL FACTORS IN CORROSION AND DETERIORATION OF MATERIALS

P. J. SEREDA In AGARD Management of Corrosion 11 p (SEE N85-33238 22-26) May 1985 refs

Avail: NTIS HC A08/MF A01

The state-of-the-art in monitoring techniques and the importance of temperature, moisture (precipitation and relative humidity), solar radiation, and pollution as factors related to the microenvironment assisting in corrosion are reviewed. The effect of this microenvironment on the specific processes of corrosion and deterioration, and this on the performance of materials, is examined. Methods of monitoring the environment are reviewed, especially in connection with measurement of time-of-wetness, UV radiation, and pollution by sulfur dioxide. Areas where information is lacking, i.e., the effects of some pollutants (including acid rain), are identified.

N85-33242# Lehigh Univ., Bethlehem, Pa. Center for Surface and Coatings Research.

RATIONALE IN THE SELECTION OF CORROSION PROTECTIVE COATING SYSTEMS

H. LEIDHEISER, JR. In AGARD Management of Corrosion 17 p (SEE N85-33238 22-26) May 1985 refs Avail: NTIS HC A08/MF A01

Corrosion protection by coatings is a growing area of science and technology. This method of protection permits the design of a substrate with the desired physical and mechanical properties resistant to the environment to which the part is to be exposed. Protective coatings largely used at temperatures below 200C will be emphasized. Coatings are broken down for convenience into four types: metallic, polymeric, conversion, and comentitious. Each is discussed separately since the principles governing the performance of each type are different.

N85-33243# Middle East Technical Univ., Ankara (Turkey). MAINTENANCE AND THE MILITARY ENVIRONMENT

M. DORUK and A. TUEFEKCIOGLU (Turkish Air Force Supply and Maintenance Center, Eskisehir) In AGARD Management of Corrosion 21 p (SEE N85-33238 22-26) May 1985 refs Avail: NTIS HC A08/MF A01

Corrosion and maintenance problems are discussed from a military point of view. The general characteristics of aircraft corrosion and the environment to which military aircraft are exposed with typical examples of type and location of corrosion are given. Corrosion damage is evaluated in terms of dominant environmental factors. Consideration is also given to the role of alloys, heat treatment of metals, and design in corrosion prevention. Elements of a corrosion prevention maintenance program are briefly described with special emphasis on nondestructive inspection (NDI) methods of corrosion detection.

N85-33244# Royal Aircraft Establishment, Farnborough (England). Materials and Structures Dept.

CURRENT REQUIREMENTS FOR THE DESIGN AND MAINTENANCE AGAINST CORROSION OF UK MILITARY AIRCRAFT

C. J. E. SMITH In AGARD Management of Corrosion 13 p (SEE N85-33238 22-26) May 1985 Avail: NTIS HC A08/MF A01

The protection of new aircraft against corrosion depends initially on the careful selection of materials, good design, and well applied protective schemes. The corrosion control measures which must be applied to UK military aircraft are given in Defence Standard 00-970 Chaper 801, Precautions against Corrosion and Deterioration, and the philosophy behind these measures is outlined. Regular corrosion maintenance is essential to ensure the continued operation of the aircraft once in service. The use and scheduling of maintenance procedures such as aircraft washing, the application of corrosion preventative compounds and the rectification of corrosion damage is discussed.

Author

N85-33245# Naval Air Development Center, Warminster, Pa.
PROTECTIVE SYSTEMS AND MAINTENANCE POLICIES FOR
MARINE ENVIRONMENTS

I. S. SHAFFER and C. T. LYNCH (ONR, Arlington, Va.) In AGARD Management of Corrosion 13 p (SEE N85-33238 22-26) May 1985 refs

Avail: NTIS HC A08/MF A01

The degradation of U.S. Navy systems performance is related to humidity and pollutants characteristic of the environment in which they operate. Several studies have correlated corrosion damage with these environmental factors. Moreover, experimental methods have been developed and used to monitor corrosion and to supplement environmental severity rating methods. The results of these studies and others provide a basis for development programs for alloys, protective coatings and corrosion inhibitors. This paper reviews current maintenance strategies - procedures, materials, and techniques - used by fleet personnel to minimize life-cycle costs of aircraft systems in an especially severe corrosive environment.

N85-33246# General Motors Corp., Warren, Mich. LAND VEHICLE CORROSION MANAGEMENT

R. F. STEINMAYER In AGARD Management of Corrosion 19 p (SEE N85-33238 22-26) May 1985 refs
Avail: NTIS HC A08/MF A01

The history of U.S. motor vehicle industry anti-corrosion measures is related. Prior to World War II corrosion was not a major concern for vehicles, which were made of heavy-gage steel and deicing materials were seldom used. Following the war, major design innovations permitted the use of thinner gage metals. Also, increased, all weather highway use required the use of salt in freezing conditions. Vehicle corrosion became endemic. During the 60's rust-proofing became a must. Since then corrosion resistance has been further enhanced by better design, pre-coated metals, improved paint systems, good sealing techniques, and special augmentation coatings. Improved laboratory and proving ground test procedures, field survey and fleet evaluations provide reliable and accurate data on the corrosion performance of specific materials and test vehicles.

N85-33247# Michigan State Univ., East Lansing. Dept. of Metallurgy, Mechanics and Materials Dept.

RELATING CORROSION MAINTENANCE TO ENVIRONMENTAL FACTORS

R. SUMMITT In AGARD Management of Corrosion 15 p (SEE N85-33238 22-26) May 1985 refs Avail: NTIS HC A08/MF A01

Aircraft inspections and maintenance should be timely based upon risk of damage, in order to minimize life cycle costs, and to maximize reliability. From the basis of Linear Elastic Fracture Mechanics, Damage-Tolerant Design, and Reliability-Centered Maintenance, optimum intervals have been developed with respect to fatigue and wearout failure. Such, however, is not the case for corrosion. Studies of maintenance in USAF aircraft systems have shown, nonetheless, that corrosion is a stochastic-failure process and can be described by standard models. Moreover, corrosion is predictable from: (1) the probability of initiation, and (2) the kinetics of propagation, both of which are functions of material corrodibility and environmental corrosivity. Some success has been achieved in describing environmental corrosivity in terms of ambient conditions. Thus, although the state of the art in corrosion-failure prediction lags that of fatigue-failure prediction by some two decades, the necessary foundation has been developed from which corrosion can be rapidly integrated into inspection/maintenance schedulina.

N86-16374# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

AGARD CORROSION HANDBOOK. VOLUME 1: CORROSION.

CAUSES AND CASE HISTORIES
W. WALLACE (National Research Council, Ottawa, Canada), D.
W. HOEPPNER (Toronto Univ.), and P. V. KANDACHAR (Fokker,
Schiphol, Netherlands) Jul. 1985 205 p. refs
(AGARD-AG-278-VOL-1; ISBN-92-835-1505-6; AD-A160638)

Avail: NTIS HC A10/MF A01

A need exists to keep aircraft operators and maintenance personnel aware of the science and technology of corrosion as it applies to aircraft structures. Information is provided on the aircraft

operating environment, corrosion theory, common airframe materials and their response to corrosion, the detection of corrosion, and methods employed to control corrosion in aircraft structures and materials. Also given are case histories of the deterioration or failure of components in typical aircraft and the means of detection are detailed and the remedical action taken. Microbiological corrosion is also discussed. The handbook is intended to assist in the early diagnosis of developing corrosion problems and in the selection of appropriate corrective measures.

28

PROPELLANTS AND FUELS

Includes rocket propellants, igniters, and oxidizers; storage and handling; and aircraft fuels.

N86-20580# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

PRODUCIBILITY AND COST STUDIES OF AVIATION

KEROSENE C. C. ROSEN, III, ed. Jul. 1985 51 p refs (AGARD-AR-227; ISBN-92-835-1504-8; AD-A162764) Avail: NTIS HC A04/MF A01

A computer analysis conducted by Exxon Research and Engineering Company and NASA used standard refinery planning methods to determine the optimum processing path within model refineries to achieve minimum cost for various product outputs. Crude feedstock types were combined and refinery configurations selected to create regional calculation models. Principal objectives were: to determine the effect of jet fuel quality variations on the maximum yield of jet fuel; to determine the effect of jet fuel quality variations on refining costs for regional models based on future supply and demand; and to determine, for the United States Air Force, the effect of changing from wide cut (naptha) to kerosene jet fuels on refining cost and production yield in the United States and Europe.

31

ENGINEERING (GENERAL)

Includes vacuum technology; control engineering; display engineering; and cryogenics.

Advisory Group for Aerospace Research and N83-34095# Development, Neuilly-Sur-Seine (France).

SHORT CRACKS IN **AIRFRAME** COMPONENTS

Loughton, England Apr. 1983 203 p refs Meeting held in Toronto, 19-24 Sep. 1982 (AGARD-CP-328; ISBN-92-835-1444-0; AD-A131159) Avail:

NTIS HC A10/MF A01

The accuracy and applicability of methods based on linear elastic fracture mechanics currently available for predicting short crack behavior are discussed. Emphasis is on the behavior of short cracks in airframe components.

N85-15086# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

PROCESS MODELING APPLIED TO METAL FORMING AND THERMOMECHANICAL PROCESSING

Loughton (England) Sep. 1984 161 p refs. Lectures held in Oslo, 15-16 Oct. 1984, in Paris, 18-19 Oct. 1984, and in Lisbon, 22-23 Oct. 1984

(AGARD-LS-137; ISBN-92-835-1477-7; AD-A149027) Avail: NTIS HC A08/MF A01

New perspectives to advance metal thermomechanical processing were discussed. Working and forming processes are viewed as systems which integrate component behavior such as workpiece flow, heat flow and friction

at the workpiece, tooling interface, and microstructural evolution. These are combined to form a system process model using deformation mechanics. Extrusion, forging, rolling, and sheet forming processes are examined and specific results for light metals, steels and superalloys, finite element methods and related aspects of computer-aided process design are presented. For individual titles see N85-15087 through N85-15096.

N85-29116# National Aerospace Lab., Amsterdam (Netherlands). Technical Group ETW.
CRYOGENIC TEST TECHNOLOGY, 1984

R. J. NORTH, D. SCHIMANSKI, and J. P. HARTZUIKER, ed. Apr. 1985 28 p refs (AGARD-AR-212; AD-A157055) Avail: NTIS HC A03/MF A01

This report reviews the new information available on cryogenic test technology since the report of the Converters' Group on Cryogenic Test Technology was written in 1981. The present position is summarized. The major events since the Converters'

report have been the completion and commissioning of the National Transonic Facility (NTF), the suspension of further work on the Douglas 4-WT blowdown tunnel, the conversion of ONERA T2 for cryogenic operation, the steady progress with the DF-LP KKK, and the slow but positive progress with the ETW project, including installation of the pilot tunnel PETW.

32

COMMUNICATIONS

Includes land and global communications; communications theory; and optical communications.

N83-30862# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). MODERN HE COMMUNICATIONS

Loughton, England May 1983 177 p refs Lecture series presented at Athens, 30-31 May 1983, Rome, 2-3 Jun. 1983 and Fort Monmouth, N.J., 14-15 Jun. 1983

(AGARD-LS-127; ISBN-92-835-1450-5; AD-A131163) Avail: NTIS HC A09/MF A01

Real time channel evaluation; system design; and advances in equipment, in propagation, and in coding and modulation techniques are discussed. For individual titles, see N83-30863 through N83-30872.

N83-30863# York Univ. (England). Dept. of Electronics. HF SYSTEM DESIGN PRINCIPLES

M. DARNELL In AGARD Modern HF Commun. 15 p (SEE N83-30862 19-32) May 1983 refs Avail: NTIS HC A09/MF A01

The general principles of HF communication system design, using as a framework a generalized communication system comprising: propagation path, information source and sink, source encoder/decoder, channel encoder/decoder, and RF equipment. The basic properties of the medium relevant to the design, control and operation of HF systems are considered. In particular, the problems of HF system control are examined in depth.

N83-30864# Norwegian Defence Research Establishment,

PROPAGATION 1. STATE OF THE ART OF MODELLING AND PREDICTION IN HF PROPAGATION

E. V. THRANE In AGARD Modern HF Commun. 21 p (SEE N83-30862 19 32) May 1983 refs Avail: NTIS HC A09/MF A01

The lecture reviews the state of the art in HF propagation modelling and describes the principles of radio frequency predictions. As a basis for the discussions, a brief introduction is given to the ionospheric parameters of importance to HF-propagation. Current methods for frequency prediction are semi-empirical, that is they depend upon a large data base of ionospheric physical models of the ionosphere and of radio wave propagation through the medium. In addition models of the noise and interference environment must be included. The lecture discusses the principles on which the methods are based, as well as their limitations. Examples are given of the use of predictions in system planning and communications. The relative importance of skywave and ground wave communications in the HF-band is

N83-30865# York Univ. (England). Dept. of Electronics REAL-TIME CHANNEL EVALUATION

M. DARNELL In AGARD Modern HF Commun. 20 p (SEE N83-30862 19-32) May 1983 refs Avail: NTIS HC A09/MF A01

The requirement for real-time channel evaluation (RTCE) in HF systems is identified and discussed in detail. Various scenarios in which RTCE is applicable are examined and classified. Specific RTCE techniques and systems are then described including: Pulse/modulated pulse sounding, chirp sounding, limited channel monitoring, interference characterization, and in-band RTCE. The application of RTCE to practical HF systems is discussed and the benefits accruing from its use quantified.

N83-30866# Harvard-Smithsonian Center for Astrophysics, Cambridge, Mass

INTRODUCTION TO CODING FOR HF COMMUNICATIONS

M. D. GROSSI In AGARD Modern HF Commun. 13 p (SEE N83-30862 19-32) May 1983 refs Avail: NTIS HC A09/MF A01

The increasing demand for reliable, low error-rate, high-speed digital data transmission at HF has created the need for the adoption of coding schemes. As it is well appreciated by the practicing communicator, a problem in high-speed data transmission is the occurrence of errors. Codes provide an effective approach for the reduction of the error rate. Linear block codes (of which cyclic codes are a subclass) and convolutional codes are the main categories of codes of interest to HF communications. They are capable of correcting random errors due to white Gaussian noise, as well as burst errors due to impulse noise. In block codes, a block of information bits is followed immediately by a group of check bits. The latter verify the presence of errors in the former In convolutional codes, check bits are continuously interleaved with information bits, and they check the presence of errors not only in the block immediately preceeding them, but in other blocks as well. For the various coding schemes reviewed in the lecture, several numerical examples are given, to help in the quantitative appraisal of the merits of a code, versus required equipment complexity.

N83-30867# Signatron, Inc., Lexington, Mass. MODERN HF COMMUNICATIONS. MODULATION

P. MONSEN In AGARD Modern HF Commun. 13 p (SEE N83-30862 19-32) May 1983 refs Avail: NTIS HC A09/MF A01

Digital communications over High Frequency radio channels are limited by the effects of time varying multipath signals and an impulsive noise characteristic. Modulation techniques which utilize adaptive receiver structures in conjunction with advanced error correction coding concepts can provide quality communication at both low data rates around 10 bps and high data rates around 2400 bps. The multipath channel is examined and two basic constraints are introduced. When the learning constraint is satisfied, it is possible to estimate the channel multipath gain and phase components. The diversity constraint establishes the necessary condition for implicit diversity. For low data rate applications where Intersymbol Interference (ISI) is negligible, adaptive receivers are discussed when both learning and diversity constraints are satisfied An incoherent adaptive receiver is discussed for applications where the learning constraint is not satisfied. For high data rate applications, both constraints are satisfied in an HF application but ISI effects are severe. Adaptive techniques including equalizers and maximum likelihood sequence estimators are discussed Experimental results from HF channel simulator tests are presented in a comparison of nonadaptive and adaptive high speed modems. We discuss the use of error correction coding to protect against impulsive noise and show that multipath fading reduces the theoretical performance capability by only 1 to 3 dB when proper coding and interleaving are employed. Performance of practical coding schemes using channel state information are used to show the potential performance on an HF channel.

N83-30868# Petrie Telecommunications, Nepean (Ontario). EQUIPMENT: ANTENNA SYSTEMS

E. PETRIE In AGARD Modern HF Commun. 7 p (SEE N83-30862 19-32) May 1983 refs Avail: NTIS HC A09/MF A01

Some antenna fundamentals as well as definitions of the principal terms used in antenna engineering are described. Methods are presented for determining the desired antenna radiation patterns for an HF communication circuit or service area. Sources for obtaining or computing radiation pattern information are outlined. Comparisons are presented between the measured and computed radiation patterns. The effect of the properties of the ground on the antenna gain and pattern are illustrated for several types of antennas. Numerous examples are given of the radiation patterns for typical antennas used on short, intermediate and long distance circuits or both mobile and fixed service operations. The application of adaptive antenna arrays and active antennas in modern HF communication systems are briefly reviewed.

N83-30869# Mitre Corp., Bedford, Mass. **EQUIPMENT:** RECEIVERS, TRANSMITTERS, SYNTHESIZERS, AND PERIPHERALS Q. C. WILSON In AGARD Modern HF Commun. 15 p (SEE

N83-30862 19-32) May 1983 Avail: NTIS HC A09/MF A01

Although long distance communications via satellites has dominated the last two decades of radio equipment development, high frequency (HF) radio equipment is experiencing a high technology renaissance. Satellite systems now transmit quality low data rate communications and navigation aids to mobile users, but the low cost and surviability attributes of HF radio are again being recognized. Emerging new systems automate network operations while adapting to propagation conditions. However, neither new replacement radios nor new systems furnish the potential capability of state-of-the-art components. The advances in equipment, systems, and components are summarized

N83-30870# Norwegian Defence Research Establishment.

PROPAGATION 2. PROBLEMS IN HF PROPAGATION

E. V. THRANE In AGARD Modern HF Commun. 17 p (SEE N83-30862 19-32) May 1983 refs

Avail: NTIS HC A09/MF A01 The ionosphere is not a perfect reflector for HF-waves, and the lecture will review some of the resulting propagation problems. Some of these are encountered during undisturbed ionospheric conditions, such as multipath reflections, but most problems are associated with geophysical disturbances. Solar flares and associated magnetic storms cause absorption, low MUF (Maximum Useable Frequency), scatter due to irregularities, etc. The ionosphere is particularly variable in high latitudes where auroral phenomena influence the reflecting properties of the ionospheric layers. The lecture discusses the presently available short term forecasting techniques, and it also deals with possible ways of minimizing the effects of ionospheric disturbances, such as path and time diversity, the use of early warnings, and back-up systems.

N83-30871# Harvard-Smithsonian Center for Astrophysics, Cambridge, Mass. PROPAGATION MEASUREMENTS FOR REAL-TIME CHANNEL EVALUATION (RTCE) SYSTEMS M. D. GROSSI In AGARD Modern HF Commun. 16 p (SEE N83-30862 19-32) May 1983 refs Avail: NTIS HC A09/MF A01

Recent advances in microprocessor technology. frequency-agile HF equipment and in the understanding of the propagation medium make it feasible and practical the adoption of adaptivity approaches in HF communications. Signal-to-Noise ratio, multipath spread and Doppler spread are the basic parameters to which the link has to adapt itself. A necessary prerequisite for adaptivity is Real Time Channel Evaluation (RTCE) Measurements of these parameters must be performed at several spot frequencies in the band of interest, in order to identify automatically the most suitable carriers for the transmission of the information. RTCE is at present in the R&D phase, and the related activities emphasize the measurement of signal amplitude

32 COMMUNICATIONS

and noise levels (inclusive of interference) at several frequencies in specific HF paths of interest, with a few instances of inclusion sof multipath spread measurement. There is little doubt that, at the end of the R&D phase, RTCE and link adaptivity will enter the practice of modernized HF communications

N83-30872# Petrie Telecommunications, Nepean (Ontario).

ADAPTIVE SYSTEMS IN OPERATION
L. E. PETRIE //n AGARD Modern HF Commun. 4 p (SEE N83-30862 19-32) May 1983 refs
Avail: NTIS HC A09/MF A01

The development and evolution of channel evaluation techniques is described. A recently developed fully automatic HF radio telephone system is discussed which automatically selects the suitable channel and also provides a telephone interconnect. Also described is a HF message terminal which automatically requests, repeats and confirms message status for sender and

N83-30873# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

PROPAGATION ASPECTS OF FREQUENCY SHARING,

INTERFERENCE AND SYSTEM DIVERSITY

H. SOICHER (Army Communications Electronics Command, Fort Monmouth, N.J.) Loughton, England Mar. 1983 401 p Conf. held at Issy-les-Moulineaux, France, 18-22 Oct. 1982 (AGARD-CP-332; ISBN-92-835-0329-5; AD-A130833) Avail NTIS HC A18/MF A01

Frequency spectrum management is an extremely important activity that facilitates the orderly use of the electromagnetic spectrum for many telecommunications purposes. Frequency assignment, radio frequency interference, propagation effects on practicability of frequency sharing between services, mechanisms responsible for, and limits posed by interference from strong signals, and techniques available for control of such interference and for increase in channel capacity were discussed. For individual titles, see N83-30874 through N83-30909.

N83-30874# Dartmouth Coll., Hanover, N.H. School of Engineering

FUNDAMENTAL LIMITATIONS CAUSED BY **PROPAGATION**

In AGARD Propagation Aspects of Frequency R. K. CRANE Sharing, Interference and System Diversity 19 p (SEE N83-30873 Mar. 1983 Previously announced in IAA as refs A81-22880

Avail: NTIS HC A18/MF A01

Propagation phenomena affect the design of radio frequency (RF) transmission systems. Propagation phenomena limit the suitability of portions of the frequency band for some applications, limit the reliability of RF transmission systems, and provide a means of coupling unwanted signals from one system to anouther with the potential of producing interference. The possibility of interference is the fundamental limitation to the unrestricted use of the frequency band.

N83-30875# Institute for Telecommunication Sciences, Boulder, Colo. Applied Electromagnetic Science Div.

PROPAGATIONAL ASPECTS OF FREQUENCY ALLOCATION AND FREQUENCY SHARING

H. T. DOUGHERTY and C. M. RUSH In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 11 p (SEE N83-30873 19-32) Mar. 1983 refs Avail: NTIS HC A18/MF A01

The propagation phenomena of importance to the allocation and sharing of frequency bands are briefly summarized. Those aspects most significant for the various frequency bands are highlighted, illustrated, and referenced. Systems normally achieve their required grade of telecommunications service (service fields) by reliance upon standard modes of electromagnetic propagation. However, both standard modes (so-called) and anomalous modes of propagation must be considered when describing interference phenomena (interference fields). Further, these standard modes are described for any specific service as tending to be stable (relatively) and predictable. The anomalous modes, however, are described as involving some degree of uncertainty; they tend to be less stable and less predictable/anomalous, can involve different selections across the spectrum and with various services. Hence,

for interference fields, the categorization is described herein as essentially by geometry. That is, interference situations are terrestrial Earth to space, or space to space propagational

N83-30876# Department of the Army, Washington, D. C. OVERVIEW OF FREQUENCY SHARING

E. J. HOLLIMAN In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 6 p (SEE N83-30873 19-32) Mar. 1983

Avail: NTIS HC A18/MF A01

Frequency engineering is the process of sharing spectrum space among many requirements in a manner which attempts to control potential operational interference. In most cases, the point that operational degradation occurs is identified by technical parameters. All frequencies are shared. In the case of the United States Army, the communication requirements exceed all possible spectrum space by approximately 8 times. The individual user of the radio spectrum would like to be unconcerned with sharing. However, this is not practicable for two reasons. First, the user must share his frequency with noise which is intrinsically involved with his system's design and environment. It influences his own design approaches and establishes limiting conditions of performance for the proposed operation. Secondly, the sharing environment forces him to recognize the presence of other users. In the assignment process, sharing is considered in one or more variations of four concepts. Author

N83-30877# Directorate of Radio Technology, London

RADIO REGULATORY ASPECTS OF FREQUENCY SHARING L. W. BARCLAY In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 6 p (SEE N83-30873 19-32) Mar. 1983

Avail: NTIS HC A18/MF A01

The requirement for communications, civil and military, analogue and digital, continues to expand and advances in technology have facilitated the expansion. Although much of the demand for data transmission in connection with information technology may be met by the provision of cable and optical fiber links, the pressure for expansion of radio communication continues. Some of the regulatory aspects of the use of the radio frequency spectrum are discussed and one or two of the problems associated with frequency re-use are highlighted.

N83-30878# Leicester Univ. (England). Dept. of Physics. ANOMALOUS ABSORPTION EFFECTS PRODUCED BY HIGH POWER RADIO WAVES IN THE HIGH IONOSPHERE

T. B. JONES, T. ROBINSON, P. STUBBE (Max-Planck-Inst. fuer Aeronomie, Katlenburg-Lindau, West Germany), and H. KOPKA (Max-Planck-Inst. fuer Aeronomie, Katlenburg-Lindau, Germany) In AGARD Propagation Aspects of Frequency Sharing. Interference and System Diversity 9 p (SEE N83-30873 19-32) Mar. 1983 refs

Avail: NTIS HC A18/MF A01

High power AF radio waves can produce plasma instabilities in the ionosphere which induce major changes in the propagation characteristics of other HF signal propagating through the disturbed region. Experiments to investigate some of these disturbance effects were undertaken using the Max Planck Institut fur Aeronomie, Lindau heating facility at Tromso, Norway. Particular attention is given to the anomalous absorption effects discovered and to the induced phase changes observed in the diagnostic signals. The observations are interpreted in terms of the plasma instabilities generated and are of interest in assessing the performance of HF communication systems when disturbances of this nature are produced in the ionosphere.

N83-30879# Max-Planck-Inst. fuer Aeronomie, Katlenburg-Lindau (West Germany).

VHF-LONG-DISTANCE-PROPAGATION BY AURORAL BACKSCATTER

G. LANGE-HESSE In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 14 p (SEE N83-30873 19-32) Mar. 1983 refs
Avail: NTIS HC A18/MF A01

Extended investigations of VHF auroral backscatter communications was carried out in Europe in the years from 1958 to 1969 using the results of the observation of beacon transmitters and of an extended network of amateur stations convering big parts of Europe. The frequency of occurrence of this kind of propagation as a function of geomagnetic activity and location, time of day, season and sunspot cycle is shown by several diagrams. The physical reasons for this backscatter phenomenon and especially for the typical daily variation in the frequency of occurrence are discussed. Proposals are made for special arrangements to suppress this kind of propagation in case of frequency sharing.

Author

N83-30880# Federal Communications Commission, Washington, D. C.

INTERFERENCE AND SHARING AT MEDIUM FREQUENCY: SKYWAVE PROPAGATION CONSIDERATIONS

J. C. H. WANG In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 13 p (SEE N83-30873 19-32) Mar. 1983 refs Avail: NTIS HC A18/MF A01

A considerable amount of work dealing with nighttime skywave propagation was done; however, some areas remain to be explored For example, short term variation of field strengths was overlooked Daytime propagation is far from being quantitatively understood Also, it is not quite possible to determine interfering signal levels which are present for a small percentage of time with high accuracy. During sunspot cycles 18 and 19, the Federal Communications Commission conducted an extensive field strength measurement program in the midlatitude areas of North America. These and other data are revisited with a new emphasis, namely, interference and sharing. Determination of field strengths exceeded for different percentages of time (1 to 99%), diurnal variation of field strengths, favorable conditions for daytime skywave propagation, effect of magnetic storms, frequency dependence as observed at daytime and nighttime are discussed. Author

N83-30881# Science Research Council, Chilton (England). SIGNAL AND NOISE VARIABILITY IN HIGH FREQUENCY SKYWAVE RADIO-SERVICE PLANNING

P. A. BRADLEY In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 14 p (SEE N83-30873 19-32) Mar. 1983 refs
Avail: NTIS HC A18/MF A01

Procedures existing under the auspices of the International Telecommunication Union for allocating frequency blocks to radio services and for the assignment of specific frequencies to individual radio operators are explained. The compatibility analysis undertaken by the International Frequency Registration Board at high frequencies to test for harmful interference is described and the technical standards used in this analysis are discussed. Work in progress within the International Radio Consultative Committee in preparation for a forthcoming World Administrative Radio Conference on High Frequency Broadcasting concerned with improved standards for field strength estimation, fading, protection ratio and minimum usable field strength is reviewed.

N83-30882# Alaska Univ., Fairbanks. Geophysical Inst. ANOMALOUS PROPAGATION BEHAVIOR OF RADIO SIGNALS AT HIGH LATITUDES

R. HUNSUCKER In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 15 p (SEE N83-30873 19-32) Mar. 1983 refs

Avail: NTIS HC A18/MF A01

Signals in the 3 to 30 MHz (HF) band propagated through polar and auroral ionospheric regions sometimes undergo some unique and profound changes. The channel capacity, intelligibility and reliability of these signals are affected by multipath distortion, backscatter, nongreat circle propagation and other high latitude anomalies. Signals propagated in the very low frequencies (VLF).

low frequencies (LF), medium frequencies (MF), very high frequencies (VHF)/ultrahigh frequencies (UHF) and microwave portions of the radio spectrum also undergo some very deleterious effects. Specifically, some of the newer results obtained include: ground constant measurements of tundra permafrost, MF skywave signals and precipitation depolarization of satellite downlink signals.

N83-30883# Hulburt (E. O.) Center for Space Research, Washington, D.C. Ionospheric Effects Branch.

THE APPLICATION OF REAL-TIME MODEL UPDATE BY

THE APPLICATION OF REAL-TIME MODEL UPDATE BY OBLIQUE IONOSPHERIC SOUNDERS TO FREQUENCY SHARING

D. R. UFFELMAN, L. O. HARNISH, and J. M. GOODMAN In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 11 p (SEE N83-30873 19-32) Mar. 1983 refs

Avail: NTIS HC A18/MF A01

Frequency management systems for the high frequencies (HF) currently in use by the US Department of Defense (DoD) rely heavily on manual selection of frequencies which were allocated on a circuit by circuit basis. There is no capability to anticipate frequency changes (QSY's) in advance in a manner such that a frequency being released by one user is utilized effectively and immediately by a second user. A scheme by which a small computer model of the maximum usage frequency (MUF) of the HF channel (MINIMUF 3.5) is made to perform very accurately to anticipate channel characteristics in a short term prediction mode was examined. It is proposed that this model be utilized to provide automated frequency management which would allow one to anticipate frequency availability and thereby sharing of frequencies between several users. Utilizing data obtained from an oblique sounder net on the East Coast of the United States, the manner in which this might be accomplished is demonstrated.

N83-30884# Hulburt (E. O.) Center for Space Research, Washington, D.C. Ionospheric Effects Branch.

THE DEVELOPMENT OF AN IONOSPHERIC MODEL

THE DEVELOPMENT OF AN IONOSPHERIC MODE THESAURUS AND USER'S GUIDE

J. M. GOODMAN In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 12 p (SEE N83-30873 19-32) Mar. 1983 refs Avail: NTIS HC A18/MF A01

The preliminary progress on the development of a comprehensive survey of ionospheric models - both physical and empirical - which have, are, or would be employed to evaluate the operation of military radiowave systems. Also to be contained in the survey are forecasting/prediction techniques and propagation effects models together with an evaluation of each based upon available documentation.

N83-30885# Middle East Technical Univ., Ankara (Turkey). Dept. of Electrical Engineering.

MEDIUM WAYE GROUNDWAYE PROPAGATION MODEL-NUMERICAL AND EXPERIMENTAL RESULTS

A. F. FER and A. HIZAL *In* AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 9 p (SEE N83-30873 19-32) Mar. 1983 refs
Avail: NTIS HC A18/MF A01

Two computer models incorporating two different groundwave propagation analysis techniques are investigated. The first model is a perturbation technique based on the approach by King Maley and Wait and represents an extention of the previous results to take into account an n-section propagation path. The second model is the integral equation solution for irregular and inhomogeneous terrain based on the formulation by Ott (i.e. PROGRAM WAGNER). The results from the two approaches are compared with each other as well as the results from Millington formula for multisection paths and knife edge diffraction for mountainous regions. Limited amount of experimental data is also compared with computed values for ground wave propagation from Trabzon Broadcast transmitter over the Eastern Anatolian mountain ranges. Computer modelling for the study of ground wave propagation is seen to present an economically advantageous tool in the design of medium frequency (MF) communication links.

N83-30886# Institute for Telecommunication Sciences, Boulder,

A COMPUTATIONAL MODEL FOR MULTIPLE KNIFE-EDGE DIFFRACTION

L. E. VOGLER and P. M. MCMANAMON. In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 7 p (SEE N83-30873 19-32) Mar. 1983 refs

Avail: NTIS HC A18/MF A01

The derivation of a multiple knife edge attenuation function is described. This exact multiple integral is transformed into a series suitable for numerical evaluation. The series solution is implemented as a computer program capable of calculating the attenuation over a path consisting of up to 10 knife-edges. Theoretical attenuation calculations are compared with observed measurements for a 15-km path containing 5 knife edges. The significance of atmospheric refractivity on multiple knife edge diffraction is discussed, and a means to use this to provide information about the statistical distribution of propagation loss over specific paths is suggested.

N83-30887# Maritime Telegraph and Telephone Co. Ltd., Halifax (Nova Scotia).

VHF/UHF PROPAGATION STUDIES ON LONG OVER THE HORIZON SALT WATER RADIO PATHS

R. E. GRANTHAM and W. P. LONC (Saint Mary's Univ.) AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 11 p (SEE N83-30873 19-32) Mar. 1983

Avail: NTIS HC A18/MF A01

The nature of short term and long term path are outlined, and the preliminary observations of the data collected are described. Received Signal Levels were monitored and recorded over a number of long range (200 km) salt water radio paths. It is revealed that mean signal levels received are higher than anticipated and that a usable path can be established with 1 kW ERP levels. The propagation is characterized by short deep fades and there are only rare occasions when the signal drops below usable limits for extended periods. A strong seasonal effect was recorded. Path reliability approaches 100% during the summer and as low as 50% during the winter. The fast fading effect can be reduced significantly with space diversity reception and the reliability could exceed 95% with simple diversity arrangements. Space and frequency diversity, if required, would offer near 98% reliability for voice communications. Circular polarization appears to suffer less from fast fades than linear polarization. It is found that the differences in performance between UHF (400) and VHF (140) are not pronounced.

N83-30888# Technische Hogeschool, Eindhoven (Netherlands) MODELLING ON INTERFERENCE DUE TO DUCTING AT FREQUENCIES ABOVE 1 GHZ

J. DIJK, J. VANTIGGELEN, and J. NEESEN (Neher Labs., In AGARD Propagation Aspects Leidschendam, Netherlands) of Freguency Sharing, Interference and System Diversity 13 p (SEE N83-30873 19-32) Mar. 1983 refs Avail: NTIS HC A18/MF A01

A theoretical basis and the numerical tools for the calculation of the field strength due to ducting in beyond the horizon microwave links are presented. The purpose is a contribution to the understanding of the propagation phenomena involved and to provide some physical basis for the predictive techniques to be considered for the evaluation of mutual interference between radio communication systems, operating at frequencies above 1 GHz.

N83-30889# Service Meteorologique Metropolitan, Paris

STATISTICAL STUDY OF ELEVATED DUCTS EXTENSION B. STRAUSS and J. L. DUMAS In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 3 p (SEE N83-30873 19-32) Mar. 1983 Avail: NTIS HC A18/MF A01

The spatial extension of elevated ducts using meteorological radiosondes soundings were studied. A limited extension of a duct to the sounding station is found in about 85% of the cases.

N83-30890# Centre National d'Etudes des Telecommunications. Issy-les-Moulineaux (France)

MULTIPLE DIFFUSION BY HYDROMETEOROLOGY: NUMERICAL SIMULATION | LA DIFFUSION MULTIPLE PAR LES HYDROMETEORES: UNE SIMULATION NUMERIQUE

N. SPANJAARD and J. LAVERGNAT In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 6 p (SEE N83-30873 19-32) Mar 1983 refs in FRENCH Avail: NTIS HC A18/MF A01

The influence of hydrometeorology on millimeter wave propagation and those due to multiple diffusion was studied. It is found that at these frequencies the wavelength is near the characteristic dimensions of diffusing cores. Consequently the relationship between efficacious section of diffusion and of absorption is on more levels of higher magnitude, superior to those which concern waves with inferior frequencies at 10 GHz.

Transl. by E.A.K.

N83-30891# Essex Univ., Colchester (England). Dept. of Mathematics.

BISTATIC RADAR REFLECTIVITIES IN THE RANGE 11-30

D. G. CHARLTON, A. R. HOLT, and B. G. EVANS In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 9 p (SEE N83-30873 19-32) Mar. 1983 refs Avail: NTIS HC A18/MF A01

Bi-static scattering cross sections and reflectivities for the scattering of microwaves by raindrops are presented. Exact results for spheroids were compared with exact results for spheres, and approximate calculations for spheroids using Rayleigh Theory. Results are given for several frequencies in the range 11-30 GHz, and for both a terrestrial and a satellite path. It is found that the Rayleigh approximation gives significant errors in certain cases The results have implications or the calculation of interference between communication systems. FAK

N83-30892# British Telecommunications Research Ltd., Martiesham Heath (England).

OVERSHOOT INTERFERENCE ON MICROWAVE RADIO LINKS DUE TO THE CO-EXISTENCE OF MULTIPATH FADING AND TRANS-HORIZON PROPAGATION

J. E. DOBLE In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 7 p (SEE N83-30873 19-32) Mar. 1983 refs Avail: NTIS HC A18/MF A01

Periods of meteorological conditions which lead to multipath effects on line of sight systems and which can also be those during which anomalous transhorizon propagation is present are outlined. The coexistence of these two effects cause increased system sensitivity to overshoot interference from one section of a microwave route into subsequent sections, or into other systems Current overshoot interference calculations treat these two effects as uncorrelated and the degree to which this assumption is in error was estimated from independent measurements on transhorizon links and terrestrial links terminating in the same area

Lockheed Missiles and Space Co., Sunnyvale. N83-30893# Calif

SYSTEM ASPECTS OF CLEAR AIR PROPAGATION ABOVE 40

D. M. THEOBOLD and J. D. HOPPONEN In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 9 p (SEE N83-30873 19-32) Mar 1983 refs Avail: NTIS HC A18/MF A01

Communication links operating at frequencies above 40 GHz may be modeled by computer programs which treat both the atmosphere and communication hardware of the system in an integrated fashion. Absorption by atmospheric gases and turbulence effects are considered. Link degradations due to seasonal variations are treated. Absorption by molecular oxygen and water vapor causes dispersive signal attenuation, phase delay. and noise due to random atmospheric emission. These quantities may be predicted for specific frequency bands and atmospheric conditions by employing a computer program for ray tracing. The characteristics of the atmospheric transfer function are of importance to questions of modulation distortion in high data rate systems. The atmosphere is viewed as an additional signal filter

of the communication channel and the resultant signal distortion is quantified by predicting bit error rate degradation.

N83-30894# Essex Univ., Colchester (England).
PROPAGATION CONSTRAINTS IN THE MILI
WAVEBANDS DUE TO PRECIPITATION SCATTERING MILLIMETRE

B. G. EVANS and A. R. HOLT In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 10 p (SEE N83-30873 19-32) Mar. 1983 refs Avail: NTIS HC A18/MF A01

Theoretically derived forward and backward scattering calculations for precipitation up to 210 GHz. Simple scaling rules are investigated for forward and backward directions which allow scattering parameters at one frequency to be derived from other frequencies thus obviating the need for exhaustive and complex calculations. Predictions of propagation degradations for communication and radar systems operating in the millimeter wave FAK bands are given.

N83-30895# AEG-Telefunken, Ulm (West Germany). Geschaeftbereich Hochfrequenztechnik

COLLISION WARNING DEVICE FOR MM-WAVE HELICOPTERS

B. REMBOLD, H. G. WIPPICH, M. BISCHOFF, and W. F. X. FRANK In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 9 p (SEE N83-30873 19-32)

Avail: NTIS HC A18/MF A01

Using the frequency slot of maximum atmospheric attenuation around 60 GHz a short range collision warning device for helicopters was developed. The system consists of a pulsed radar sensor using semiconductors exclusively, a fast scanning mechanism and a display. First measurements show that high voltage transmission lines with diameters of about 20 mm can be detected at a distance of more than 400 m.

N83-30896# Massachusetts Inst. of Tech., Cambridge A PREDICTOR MODEL FOR EHF COMMUNICATION SATELLITE SYSTEM AVAILABILITIES IN THE PRESENCE OF RAIN

L. M. SCHWAB and A. J. SIMMONS In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 11 p (SEE N83-30873 19-32) Mar. 1983 refs Sponsored by Defense Communications Agency Avail: NTIS HC A18/MF A01

Rain attenuation of millimeter waves has a major effect upon link availability which is the major element of system availability A computer based tool for assessing the effect of rain attenuation upon availability was developed to aid in selecting fundamental MILSATCOM parameters such as satellite subpoint and operating frequency as well as secondary parameters such as design margin and antenna radiation patterns

N83-30897# GTE Labs., inc., Waltham, Mass.
DIVERSITY RECEPTION OF COMSTAR 19/29 GHZ SATELLITE
BEACONS IN CONVECTIVE RAIN CLIMATE OF FLORIDA, 1978

D. DAVIDSON, D. D. TANG, and S. C. BLOCH (Univ. of South Florida, Tampa) /n AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 12 p (SEE N83-30873 19-32) Mar. 1983 refs Avail: NTIS HC A18/MF A01

Tampa, Florida has about 90 thunderstorm days per year, nearly all in summer, dominated by events tending to occur in afternoon or early evening. Results of 19 GHz downlink rain attenuation diversity studies are reported for a period of 29 months, which includes three rainy seasons. Despite marked month to month differences, long term measurements with the two larger spacings indicates that for separations above about 15 km diversity performance is not sensitive to spacing or orientation. During a fourth rainy season, using a 29 GHz beacon and the 16 km spacing, performance was similar to that predicated by scaling the 19-GHz results of the previous seasons. For rain climates like Tampa's, some form of site diversity will be required for high reliability SHF satellite links.

N83-30898# Portsmouth Polytechnic (England). Dept. of SCINTILLATION MODELLING AND MEASUREMENT. A TOOL

FOR REMOTE-SENSING SLANT PATHS

E. VILAR and J. HADDON In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 13 p (SEE N83-30873 19-32) Mar. 1983 refs Avail: NTIS HC A18/MF A01

The use of spectral analysis amplitude scintillations as a remote-sensing tool of a slanted path is investigated in order to derive values of c sub N(2), turbulent path L, and dominant eddy size. Relevant propagation aspects are reviewed nd extended, a layer model analyzed in detail, and experimental results are presented and discussed. The limitations of the remote-sensing technique are also discussed, particularly the use cross-path wind v sub t. The remote-sensing of v sub t is briefly outlined and relevant antenna aperture effects are also considered.

N83-30899# British Telecommunications Research Ltd. Martlesham Heath (England).

LONG TERM CROSS-POLAR STATISTICS AT 12 AND 14 GHZ ON A 30 DEG SLANT-PATH

R. G. HOWELL, J. THIRLWELL, and D. J. EMERSON In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 9 p (SEE N83-30873 19-32) Mar. 1983 refs Avail: NTIS HC A18/MF A01

Slant-path propagation measurements relevant to the design of dual-polar satellite systems are reported. The measurements were made on a 29.9 deg elevated slant-path during the period July 1978 to September 1981 using the Orbital Test Satellite (OTS) in conjunction with a 6.1 m off-set Cassegrain aerial located at Martlesham Heath near Ipswich (UK). Co-polar and cross-polar circularly polarized signals at a frequency of 14.5 GHz were transmitted to the satellite. These signals were down-converted to 11.8 GHz and re-transmitted to the ground together with a 11.8 GHz circularly polarized beacon signal. In addition measurements were made on an 11.6 GHz linearly polarized telemetry carrier transmitted by the satellite Cumulative statistics of the cross-polar discrimination (XPD) for the 11.6 and 11.8 GHz signals are presented and the XPD statistics for the 14.5 GHz signal estimated. The statistical significance of the depolarization produced by high altitude ice crystals is discussed. The relationship XPD = U - V log CPA proposed by the CCIR to relate XPD to the co-polar attenuation (CPA) (dB) for rain is investigated and values for U and V obtained. The dependence of depolarization on the type of polarization (linear compared to circular) is studied and compared with theory

N83-30900# Communications Satellite Corp., Clarksburg, Md. Propagation Studies Dept.

FADING STATISTICS OF C-BAND SATELLITE SIGNAL DURING

SOLAR MAXIMUM YEARS (1978 - 1980)

D. J. FANG and C. H. LIU (Illinois Univ., Urbana) In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 14 p (SEE N83-30873 19-32) Mar. 1983 refs Avail: NTIS HC A18/MF A01

From January 1978 to June 1980, scintillation experiments were conducted at the Hong Kong Earth station. INTELSAT satellite signals at 4 GHz were received via both the Pacific Ocean Region (POR) and Indian Ocean Region (IOR) satellite-Earth links. Severe intensity scintillations with peak-to-peak fluctuations up to 14 dB were observed on many evenings during the equinoctial period. This paper presents detailed statistics of the scintillating signals. The level of fluctuations based on the scintillation index is evaluated, and fading rates in terms of the coherence time are examined and correlated with the level of scintillation. Power spectrum densities are also assessed. The high-frequency asymptotes, i.e., the roll-off slopes at frequencies above the Fresnel frequency, as approximated by f(-n), are derived for different levels of fluctuations. For system applications, various cumulative statistics, including annual and worst-month statistics, diurnal variations, and sunspot cycle dependence are summarized.

Author

N83-30901# Siemens A.G., Munich (West Germany).
NEW ASPECTS IMPROVING THE AVAILABILITY OF DIGITAL
LOS-RADIO RELAY LINKS DEDUCED FROM WIDE-BAND
MEASUREMENTS AT 5 AND 15 GHZ

M. NIEMEYER and W. SCHWARZ, B. In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 16 p (SEE N83-30873 19-32) Mar. 1983 refs

Avail: NTIS HC A18/MF A01

This paper will first describe a frequency sweep method based on recordings of broadband amplitude distortions which were continuously performed over a period of two years. Measurements have been carried out on a 60 km path in the 5 and 15 GHz frequency range. The relative measuring bandwidth was 2 and 3%, respectively. The analysis of the records revealed two important results: First, the statistical consideration of the long term experiments yields to a prediction about the availability of digital radio links as a function of the occupied bandwidth provided, that no additional diversity measures are used. Second, the analysis of the determined coherence bandwidth allows a physical interpretation of the interference phenomena. The model of a dominating 3 path propagation found by these experiments could be proved with the aid of a high directive, tracked antenna system (3 dB-beamwidth approximately 0.3 degree) in the 15 GHz frequency range.

N83-30902# Manchester Coll. of Science and Technology (England). Dept. of Electrical Engineering and Electronics.

OCCUPANCY MEASUREMENTS ACROSS THE ENTIRE HF SPECTRUM

G. F. GOTT, N. F. WONG, and S. DUTTA In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 13 p (SEE N83-30873 19-32) Mar. 1983 refs Avail: NTIS HC A18/MF A01

The paper outlines the various aspects of a research program into the characteristics of interference at HF, and gives measured results of occupancy across the entire HF spectrum. These occupancy values are given for several thresholds, and for the different HF user frequency allocations, as defined by ITU regulations. They are presented for day and night conditions, at times of the year corresponding to the winter and summer solstices, for a period of high sunspot activity.

Author

N83-30903# Directorate of Radio Technology, London (England).

PROPAGATION DATA FOR VHF PLANNING IN THE UK AREA K. A. HUGHES and J. A. LANE In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 10 p (SEE N83-30873 19-32) Mar. 1983 refs

Avail: NTIS HC A18/MF A01

Demand for VHF spectrum in the UK requires sharing of frequency bands by different services. Fundamental to the planning of shared bands is the prediction of the potential interference between the services for small percentages of the time. The most well established prediction method at VHF is probably that given in CCIR Recommendation 370. As an aid to UK spectrum planning, the suitability of Recommendation 370-4 has been investigated for propagation paths within, or terminating in the UK. Comparisons have been made between long term measurements and predicted values of field strength using the Recommendation. For some categories of path, measured field strengths were found to exceed predicted values by some 10 dB; other categories however, show good agreement, the applicability of the Recommendation to current planning requirements is discussed in the light of the comparisons.

N83-30904# Operations Research, Inc., Silver Spring, Md.
IMPLICATIONS OF PROPAGATION UNCERTAINTIES IN
FREQUENCY SHARING ANALYSES

T. M. SULLIVAN In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 6 p (SEE N83-30873 19-32) Mar. 1983 refs

Avail: NTIS HC A18/MF A01

Frequency sharing analyses are used for a variety of spectrum management purposes. These applications include procedures for identifying frequency assignment coordination requirements, the planning of telecommunication services, the derivation of frequency sharing criteria, and detailed Electromagnetic Compatibility (EMC) analyses. An examination of interfering signal power levels that

are exceeded for no more than some specified percentage(s) of time is generally required in frequency sharing analyses. Also, depending on the application, an analysis of the desired signal power levels exceeded for at least some specified time percentage(s) is needed. These evaluations of the desired or interfering signal power levels are based on service quality objectives, equipment parameter values, and propagation predictions. The latter two factors embody uncertainties that affect not only service quality, but also spectrum utilization efficiency. The objectives of various frequency sharing analysis applications and the potential consequences of analytical uncertainties were considered. Analytical techniques used in frequency sharing analyses and the associated sources of analytical uncertainties were reviewed. Finally, the implications of propagation uncertainties in frequency sharing analyses were examined in light of other analytical uncertainties. The implications of propagation prediction uncertainties depend on the frequency sharing analysis application and can range from unacceptable interference to inefficient use of the spectrum.

N83-30905# Army Communications-Electronics Command, Fort Monmouth, N.J. Center for Systems Engineering and Integration. PROPAGATION PREDICTION USAGE IN AUTOMATED FREQUENCY ASSIGNMENTS BASED ON COSITE AND REMOTE SYSTEM SPECTRUM SHARING

S. M. SEGNER In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 9 p (SEE N83-30873 19-32) Mar. 1983 refs

Avail: NTIS HC A18/MF A01

This paper covers the use of propagation predictions in the US Army (automated) Battlefield Spectrum Management and Engineering (ABSM&E) capability development program. This program is divided into nine tasks. The major task is the US Army (automated) Tactical Frequency Engineering System (ATFES) Pilot Program. This task will set up the experimental and test structure by fielding vertical slice of an integrated capability in US Army Europe. These ADP systems will initially spectrum manage LOS, TROPO, and HF systems. Eventually, all communications and electronic (radar, sensors and avionics) will be managed by new software now in development for these spectrum assests of command control and weapons systems. A major function of ABSM&E is to provide coordination of friendly force use of spectrum. with friendly force ECM systems. The basic common interest here is the propagation aspect of each spectrum dependent system in each community. Author

N83-30906# Nova Scotia Technical Coll., Halifax. Dept of Electrical Engineering.
ON COMBATING MULTIPATH EFFECTS USING SPREAD-SPECTRUM SYSTEMS

C. P. TOU In AGARD Propagation Aspects of Frequency Sharing. Interference and System Diversity 11 p (SEE N83-30873 19-32) Mar. 1983 refs

Avail: NTIS HC A18/MF A01

This paper discusses briefly the origins of multipath propagation. their effects on radio communication systems, and schemes for suppressing these effects. Major attention is given to spread spectrum schemes to demonstrate their capacity to combat multipath effects, to examine conditions under which the schemes would be effective, and to assess the merits of the schemes. Multipath propagation can occur under various atmospheric and geographical conditions as illustrated by simple examples. The adverse effects of multipath propagation on communication systems can be described in terms of selective fading and intersymbol interference. Simple measures can be found if the multipath propagation is predictable, but sophisticated techniques are required to combat unpredictable multipath interference. It has been shown that spread spectrum systems are superior to other approaches in terms of effectiveness in combating multipath interference and other valuable features. However, the ability of spread spectrum systems to suppress interference depends on the process gain of the system and the system performance depends on the degree of synchronization which can be established by the system

N83-30907# Shape Technical Center, The Hague (Netherlands)

A SPECTRAL EMISSION MASK FOR DIGITAL TROPOSPHERIC SCATTER TRANSMISSION

R. K. P. GALPIN In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 9 p (SEE N83-30873 19-32) Mar. 1983 refs Avail: NTIS HC A18/MF A01

A spectral emission mask definition for high power digital radio transmission is proposed. Developed for use in the specification of digitalized ACE high troposcatter links, it is offered for consideration by industry and frequency planning authorities. Similar in form to the FCC mask definition for digital LOS radio, the proposed definition is believed to be a reasonable compromise between minimizing interference into adjacent radio channel allocations and avoiding the imposition of costly constraints upon the manufacturers and operators. Computer simulations supported by spectral measurements at 10 kW have shown that well designed filtering (with negligible intersymbol interference) before the high power amplifier is very effective in reducing out of band emission, and that the proposed mask can be satisfied with a signal having a bandwidth utilization efficiency of 1.6 bit/s/Hz when operating at 2 dB below saturation of the klystron amplifier. Author

N83-30908# Technische Hogeschool, Eindhoven (Netherlands). Telecommunications Div.

INTERFERENCE REJECTION BY AUXILIARY FEEDS IN CASSEGRAIN EARTH TERMINALS

J. ARNBAK, M. H. A. J. HERBEN, and R. A. C. M VANSPAENDONK In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 10 p (SEE N83-30873 19-32) Mar. 1983 refs Avail: NTIS HC A18/MF A01

This paper reviews progress in an ongoing study of interferometric sidelobe suppression by auxiliary feeds in Cassegrain antennas. The isolation improvements are explored and related to the feed geometry, orbital spacing between satellites, and required excitation levels. The system value of this modernization option is very relevant as an interference mitigation scheme in the various satellite networks now in widespread use.

N83-30909# Institute for Telecommunication Sciences, Boulder,

GAIN PATTERNS OF MICROWAVE COMMON CARRIER **ANTENNAS**

A. G. HANSON and P. M. MCMANAMON In AGARD Propagation Aspects of Frequency Sharing, Interference and System Diversity 9 p (SEE N83-30873 19-32) Mar. 1983 refs Avail: NTIS HC A18/MF A01

This paper summarizes analytical expressions which describe the off-axis radiation characteristics of 924 transmit antenna models in use within the continental United States in the 2, 4, 6, and 11 GHz common carrier microwave terrestrial radio service. Data are presented in a uniform format which permits the user to determine power gain for any antenna identified, at any off-axis azimuthal angle. The primary application of these data is for interference prediction among microwave links and between microwave links and communication satellite Earth terminals sharing a common frequency band.

N83-34179# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). SPEECH PROCESSING

Loughton, England May 1983 122 p refs Lecture held in Trondheim, Norway, 20-21 Jun. 1983, in Copenhagen, 23-24, and in Delft, Netherlands, 27-28 Jun. 1983

(AGARD-LS-129; ISBN-92-0331-7; AD-A132092) Avail: NTIS HC A06/MF A01

The following topics of speech processing were addressed: military applications, speech signal, automatic recognition, current equipment and research, assessment of speech systems, and voice technology in naval training systems. For individual titles, see N83-34180 through N83-34188. N83-34180# Rome Air Development Center, Griffiss AFB, N.Y. GENERAL REVIEW OF MILITARY APPLICATIONS OF VOICE **PROCESSING**

B. BEEK and R. S. VONUSA In AGARD Speech Process. 20 p (SEE N83-34179 22-32) May 1983 refs Avail: NTIS HC A06/MF A01

Voice Interactive Systems and their role in military applications are introduced. The history and evolution of automatic speech recognition and synthesis is briefly explored and the current state of the art is reviewed. The term Voice Interactive Systems is defined and the advantages and disadvantages of Voice Interactive Systems are highlighted. Previous applications of speech systems to military problems are summarized, the major application areas are described and current development projects in the U.S. and other NATO countries are presented. Special attention is focused on the cockpit application. Several projects in this area are discussed along with a summary of important issues to consider when applying Voice Interactive Systems to the aircraft Author

N83-34181# National Aeronautical Establishment, Ottawa (Ontario)

THE SPEECH SIGNAL

M. J. HUNT In AGARD Speech Process. 12 p (SEE N83-34179 22-32) May 1983 refs Avail: NTIS HC A06/MF A01

An introduction to the speech signal with particular emphasis on the recognition of spoken messages is provided. In an attempt to clarify its nature, speech is compared with two other kinds of signal. Some properties of words and phenemes are considered, and unlike many artificial message bearing signals, speech cannot be considered as a simple sequence of independent message units. A speaker adjusts the amount of information in his speech to suit his listener, and the listener carries out an active reconstruction of the message from the information available to him. Turning to recognition by machine, the use of syntactic constraints is first discussed, followed by a look at three kinds of approach to the analysis and representation of speech for recognition purposes. A brief account of speech production is provided in order to explain the motivation for production based representations.

N83-34182# AEG-Telefunken, Ulm (West Germany) ANALYSIS, SYNTHESIS AND TRANSMISSION OF SPEECH SIGNALS

H. MANGOD In AGARD Speech Process. 17 p (SEE N83-34179 22-32) May 1983 refs

Avail: NTIS HC A06/MF A01

Digital techniques have opened quite new possibilities for processing of speech signals. This is true for analysis and for transmission. These new methods are characterized by a strict adaptation to the very special peculiarities of speech. An overview about the mathematical possibilities and their relevance to the different parts of the speech signal is given. Efforts to represent speech in a digital and more or less redundancy free form gives good insight into all the characteristics of such a highly complex signal. Possibilities for representation of speech signals reach from the very simple pulse code modulation techniques (PCM) to sophisticated vocoders. The research work done for speech transmission and coding has prepared the way for methods to recognize and synthesize speech signals. Automatic speech synthesis is an important tool for the communication between man and machine. An additional introduction into the techniques of automatic speech synthesis is given.

N83-34183# Royal Signals and Radar Establishment, Malvern (England)

TECHNIQUES FOR AUTOMATIC SPEECH RECOGNITION R. K. MOORE In AGARD Speech Process. 12 p (SEE N83-34179

22-32) May 1983 refs Avail: NTIS HC A06/MF A01

A brief insight into some of the algorithms that lie behind current automatic speech recognition system is provided. Early phonetically based approaches were not particularly successful, due mainly to a lack of appreciation of the problems involved. These problems are summarized, and various recognition techniques are reviewed in the contect of the solutions that they provide. It is pointed out that the majority of currently available speech recognition equipments employ a 'whole-word' pattern matching approach which, although relatively simple, has proved particularly successful in its ability to recognize speech. The concepts of time-normalizing plays a central role in this type of recognition process and a family of such algorithms is described in detail. The technique of dynamic time warping is not only capable of providing good performance for isolated word recognition, but how it is also extended to the recognition of connected speech (thereby removing one of the most severe limitations of early speech recognition equipment).

National Aeronautical Establishment, Ottawa N83-34184# (Ontario). SPEAKER DIFFERENCES IN SPEECH AND SPEAKER RECOGNITION

M. J. HUNT In AGARD Speech Process. 8 p (SEE N83-34179 22-32) May 1983 refs Avail: NTIS HC A06/MF A01

The range of ways in which speakers differ is surveyed, with distinctions being drawn on the one hand between physiological and usage differences and on the other hand between those differences stemming from the larynx and those stemming from the vocal tract. Methods of dealing with speaker differences in speaker-independent and speaker-adaptive speech recognition systems are discussed. This is followed by a discussion of the exploitation of speaker differences in speaker recognition systems. The latter discussion is divided into a consideration of speaker verification, in which a speaker is trying to prove his identity, and speaker identification, in which the identity of an unknown speaker has to be discovered and the speaker cannot be expected to cooperate in producing a predetermined phrase. A summary of the present state of the art in dealing with speaker differences together with some guesses about the prospects for practical systems in the near future.

N83-34185# Joint Speech Research Unit, Ruislip (England). A SURVEY OF EQUIPMENT AND RESEARCH

J. S. BRIDLE In AGARD Speech Process. 7 p (SEE N83-34179 22-32) May 1983 refs Avail: NTIS HC A06/MF A01

Terms for description of speech recognition systems are defined. A selection of real time, commercially available speech recognition equipment is described, concentrating on the high performance end of the market. Likely developments are indicated. A single approach to automatic speech recognition - that using whole-word templates was discussed. Current attempts to extend the capabilities of this approach, and also look at alternative approaches which are the subject of research in laboratories around the world are explained.

N83-34186# Crouzet Aerospace and Systems, Valence

AUTOMATIC RECOGNITION OF SPEECH IN MILITARY AIRCRAFT [RECONNAISSANCE AUTOMATIQUE DE LA PAROLE DANS LES AVIONS D'ARMES]

J. R. COSTET In AGARD Speech Process. 11 ρ (SEE N83-34179 22-32) May 1983 In FRENCH Avail: NTIS HC A06/MF A01

The application of word recognition techniques to vocal command control in military aircraft is discussed. The problems associated with cabin/oxygen mask noise and pilot respiration, and the effects of acceleration on word recognition are addressed.

N83-34187# Joint Speech Research Unit, Ruiship (England). INSIDE A SPEECH RECOGNITION MACHINE

J. S. BRIDLE In AGARD Speech Process. 9 p (SEE N83-34179 22-32) May 1983 refs

Avail: NTIS HC A06/MF A01

Illustration of speech recognition techniques by concentrating on a particular speech recognition system was presented. The system, know as Logos is designed as a flexible, high performance, experimental machine for research on recognition methods and applications aspects. Algorithms for connected word recognition on which the system is based, are presented. Implementing such algorithms in computer programs and special purpose equipment is considered. An overview of the hardware system architecture,

pointing out ways that the properties of the algorithms have influenced the design is given.

N83-34188# Naval Training Equipment Center, Orlando, Fla. **VOICE TECHNOLOGY IN NAVY TRAINING SYSTEMS**

R. BREAUX, M. BLIND (Eagle Technology, Inc.), and R. R. LYNCHARD (Eagle Technology, Inc.) In AGARD Speech Process. 19 p (SEE N83-34179 22-32) May 1983 refs (Contract N61339-80-G-0003)

Avail: NTIS HC A06/MF A01 The nature, constraints and applications of computer voice technology (CVT) are presented. It also shows you how to evaluate voice technology for meeting training requirements, and how to incorporate CVT into your training design. Let's look at the technology - the how does it work of computer speech generation and voice recognition. This is not a highly technical discussion for two reasons. First, a technical discussion would require a highly technical background and would not further your use of the technology. Second, the technology is continually diversifying. It is becoming increasingly difficult to keep track of the various agencies and vendors involved in CVT, no less their individual approaches, techniques, and special interests and applications. Rapid advances in language analysis and other related technologies add to the rapid technical growth of this field.

N84-12367# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

THE PERFORMANCE OF ANTENNAS IN THEIR OPERATIONAL ENVIRONMENT

Loughton, England Sep. 1983 243 p refs Lecture ser, held in Ankara, Turkey, 19-20 Oct. 1983, in Athens, 24-25 Oct. 1983, and in Brussels, 27-28 Oct. 1983

(AGARD-LS-131; ISBN-92-835-1461-0; AD-A135087) Avail: NTIS HC A11/MF A01

Antennas provide gain in any direction, and the effect of the operational environment on this parameter is fundamentally important for the performance of radio systems. Yet the effect of the environment on antennas is often overlooked. The design of the antenna is often specified in terms of its operation over a perfectly conducting flat ground plane, which if the antenna is to be used on three dimensional bodies or in a complex environment, has little to recommend it except cost. The Lecture Series will cover: techniques for measurement/prediction of antenna performance (experimental modeling and in situ measurements); performance of fixed and transportable antennas (terrain effects, masts, building effects, re-radiation by supporting towers); performance of mobile antennas (effects of supporting platforms such as automobiles, ships, aircraft); non-linear scatterers; and performance of antennas in plasmas. For individual titles, see N84-12368 through N84-12377.

N84-12368# Communications Research Centre, Ottawa (Ontario).

SCALE MODELLING AND FULL SCALE MEASUREMENT TECHNIQUES WITH PARTICULAR REFERENCE TO ANTENNAS IN THEIR OPERATIONAL ENVIRONMENTS

J. S. BELROSE In AGARD The Performance of Antennas in their Operational Environ. 25 p (SEE N84-12367 03-32)

Avail: NTIS HC A11/MF A01

Recent advances in antenna design and the need for more accurate prediction of performance of antennas in their operational environment has increased the need for improved electrical measurements, and there was a significant accompanying development in antenna metrology. Some of these developments. those relevant to the theme of these lectures, are reviewed here

N84-12369# Communications Satellite Corp., Clarksburg, Md. CALCULATION OF GROUND WAVE ATTENUATION OVER IRREGULAR, INHOMOGENEOUS, LAYERED MEDIA USING

PROGRAM WAGNER
R. H. OTT In AGARD The Performance of Antennas in their Operational Environ. 17 p (SEE N84-12367 03-32) Sep 1983

Avail: NTIS HC A11/MF A01

A method for calculating the ground wave field over irregular. inhomogeneous terrain was developed, and comparisons with

alternative analytical methods were made for idealized terrain profiles such as concave parabolas, sea-land-sea paths, and single Gaussian ridges. This method employs a numerically efficient algorithm, PROGRAM WAGNER, based on an integral equation. PROGRAM WAGNER appears the only method general enough for calculating ground wave attenuation along detailed paths. The fundamentals of PROGRAM WAGNER to the user seeking to make path loss calculations are explained. A users guide, the complete FORTRAN IV program listing, and sample input and output are included. Comparisons of computed field strengths are presented, with measured values over a path in the Netherlands at 10 frequencies from 2 to 30 MHz. Also, PROGRAM WAGNER at 5 and 30 MHz is compared with a method based on scattering from multiple knife edges. Finally, reciprocity is shown to provide necessary and useful criteria for spacing the observation points along the terrain profile.

N84-12370# Lawrence Livermore National Lab., Calif. PHYSICAL MODELING OF EM PROPAGATION OVER NONHOMOGENEOUS TERRAIN

R. J. KING In AGARD The Performance of Antennas in their Operational Environ. 19 p (SEE N84-12367 03-32)

(Contract W-7405-ENG-48) Avail: NTIS HC A11/MF A01

To obtain experimental data for comparison with the theoretical results obtained from mathematical groundwave propagation models, it is often expedient to conduct experiments on laboratory models using microwaves. Besides the obvious convenience and reduced cost, practical difficulties encountered in full scale experiments are avoided (e.g., weather and other uncontrolled parameters such as path nonhomogeneities, earth curvature. buildings, right-of-ways, etc.). There is no need to use exact similitude scaling; the media and geometries are generally chosen to test the limits of the theory's validity. The design of several much models in the frequency range of 405 GHz is discussed. and the experimental results are compared with the corresponding theory. Specific examples are propagation over pianar and curved surfaces (including stratified media, e.g., layered earth, sea ice, etc.), mixed paths (including media having abrupt discontinuities such as land-sea boundaries, gradual nonuniformities such as sloping beaches, off-path such as land-sea boundaries, gradual nonuniformities such as sloping beaches, off-path discontinuities such as islands, lakes and peninsulas), uniaxially anisotropic media, and media having an index of refraction near unity such as heavy vegetation.

N84-12371# Hochschule der Bundeswehr, Munich (West

INTERACTION OF ANTENNAS WITH MASTS UNDER SPECIAL CONSIDERATION OF THE SENSITIVITY AND NONLINEAR EFFECTS IN SHIP BORNE RECEIVING SYSTEMS

H. K. LINDENMEIER In AGARD The Performance of Antennas in their Operational Environ. 17 p (SEE N84-12367 03-32) Sep.

Avail: NTIS HC A11/MF A01

The minimum height of active and passive rod antennas is presented as a function of the environmental noise. A high linearity of the system is necessary to suppress intermodulation and crossmodulation effects generated by high level signals radiation from the transmitters on the ship. In many cases this problem only is solved by selective means at the front end of a receiving system. An appropriate solution is found in a fast tunable active receiving antenna. The effective height, the antenna impedance and the vertical pattern of an antenna mounted on top of a mast are influenced in an undesired way. The available dynamic of the receiving system is reduced considerably by the interaction of the mast and the antenna. Due to the resonant effects of the mast-antenna structure this reduction factor is frequency dependent and increases with increasing height of the mast. In addition there is a severe disturbing influence of the mast on the vertical diagrams of the rod antenna on this mast. Passive broadband rod antennas should not be mounted on a mast at all. With an active antenna however the effect of the mast on the antenna properties are reduced. In contrary to rod antennas loop antennas are advantageously decoupled from the mast by symmetrical mounting on top of a rotationally symmetrical mast,

N84-12372# Royal Aircraft Establishment, Farnborough (England).

Radio and Navigation Dept.

INFLUENCE OF THE AIRFRAME ON THE PERFORMANCE OF ANTENNAS FOR AVIONICS

M. J. SIDFORD In AGARD The Performance of Antennas in their Operational Environ. 15 p (SEE N84-12367 03-32) Sep.

Avail: NTIS HC A11/MF A01

The performance of antennas mounted on airframes is an important factor in the design of airborne radio systems, and is considered at an early stage in the study and definition of the system requirements for any particular aircraft and associated operational scenario. This is becoming critical as the number of systems and their complexity increases, and as the number of associated antennas required is further multiplied in the application of such techniques as adaptive array signal processing. The infuences of the airframe environment on antenna properties such as radiation pattern, gain, impedance polarization and coupling, and means of quantifying such influences are discussed. Related electromagnetic structure-dependent effects due to non-linear junctions, and the use of carbon fiber composite materials are also considered. The limitations of system performance resulting from airframe-antenna interaction are difficult to quantify, since detailed knowledge of particular system parameters, associated hardware, and operational scenarios is required.

N84-12373# Lawrence Livermore National Lab., Calif. Electronics Engineering Dept.

NUMERICAL MODELING TECHNIQUES FOR ANTENNAS

E. K. MILLER In AGARD The Performance of Antennas in their Operational Environ. 29 p (SEE N84-12367 03-32)

(Contract W-7405-ENG-48)

Avail: NTIS HC A11/MF A01

An overview of wire-antenna computer modeling is given for infinite media and half-space type problems. The formulation and numerical solution methods are summarized, and applications are Author demonstrated with numerous examples.

N84-12374# Lawrence Livermore National Lab., Calif NUMERICAL MODELING TECHNIQUES FOR HALF-SPACE (GROUND) PROBLEMS

E. K. MILLER, G. J. BURKE, R. J. KING, and N. C. MATHUR (Illinois Univ., Chicago) In AGARD The Performance of Antennas in their Operational Environ. 33 p (SEE N84-12367 03-32) Sep.

(Contract W-7405-ENG-48)

Avail: NTIS HC A11/MF A01

In the frequency range below a few hundred MHz, the earth-air interface significantly affected are: the object's current distribution and input impedance (if an antenna); and the near and far fields that it produces. The problem of modeling both the object-ground near-field interaction and the ground screens used to reduce or control this interaction is discussed here. The basic model (Part 1) employed for the object-ground interaction uses a thin wire approximation to the electric-field integral equation in which the kernel includes the interface effect via the usual Sommerfeld integrals. Both the reflected and transmitted fields are accounted for so that objects on both sides of the interface, or even penetrating the interface, are modeled. Another approach (Part 2) to modeling a ground system uses the surface impedance Z (subs) to represent the boundary conditions at the interface. To permit applications to generic set of problems, Z (subs)(rho) is permitted to vary arbitrarily in the radial direction. A one dimensional integral equation is first used to solve for the tangential magnetic field on the interface. This field is then used in a two dimensional integral to find the radiation patterns for arrays of vertical dipoles over around screens.

N84-12375# Concordia Univ., Loyola Campus, Montreal (Quebec). Dept. of Electrical Engineering.

NUMERICAL MODELLING METHODS FOR PREDICTING ANTENNA PERFORMANCE ON AIRCRAFT

S. J. KUBINA In AGARD The Performance of Antennas in their Operational Environ. 38 p (SEE N84-12367 03-32) Sep. 1983

Avail: NTIS HC A11/MF A01

Typical case studies that involve the application of Moment Methods to the prediction of the radiation characteristics of antennas in the HF frequency band are examined. The examples consist of the analysis of a shorted transmission line HF antenna on a CHSS-2/Sea King helicopter, wire antennas on the CP-140/Aurora patrol aircraft and a long dipole antenna on the Space Shuttle Orbiter spacecraft. In each of these cases the guidelines for antenna modeling by the use of the program called the Numerical Electromagnetic Code are progressively applied and results are compared to measurements made by the use of scale-model techniques. In complex examples of this type comparisons based on individual radiation patterns are insufficient for the validation of computer models. A volumetric method of radiation pattern comparison is used based on criteria that result from pattern integration and that are related to communication system performance. This is supplemented by hidden-surface displays of an entire set of conical radiation patterns resulting from measurements and computations. Antenna coupling considerations are discussed for the case of the dual HF installation on the CP-140/Aurora aircraft. Author

N84-12376# Los Alamos Scientific Lab., N. Mex EFFECTS OF NONLINEAR LOADS ON ANTENNAS AND **SCATTERERS**

J. A. LANDT In AGARD The Performance of Antennas in their Operational Environ. 22 p (SEE N84-12367 03-32)

Avail: NTIS HC A11/MF A01

Nonlinear loads on antennas are used to advantage or degrade the performance of a communications system. Nonlinear elements are routinely used to protect sensitive receivers from high-power signals including high-power microwaves and EMP (electromagnetic pulse). Time-varying loading of antennas are used to modulate the radar backscatter cross section to produce sidebands at the modulation frequency. Nonlinear elements are used to detect the electromagnetic energy incident on an antenna, and thus used as a measurement technique. Nonlinear loads are also used for pulse shaping of the fields radiated by pulse-excited antennas. Active loads are used to increase the performance of electrically small antennas and closely coupled arrays. Alternatively, undesired semiconducting junctions on structures near antennas produce intermodulation products that seriously degrade performance (this is often called the "rusty-bolt" effect). The techniques available for analyzing these effects are reviewed and representative examples given. A time-stepping procedure is treated in detail.

Author

N84-12377# Toronto Univ. (Ontario). Dept. of Electrical

PERFORMANCE OF ANTENNAS IN PLASMA

K. G. BALMAIN In AGARD The Performance of Antennas in their Operational Environ. 19 p (SEE N84-12367 03-32)

Avail: NTIS HC A11/MF A01

The Waves - Space Plasmas (WISP) facility is expected to be flown on the Space Shuttle in 1987. The payload will include Spacelab, a 300 m tip-to-tip dipole antenna for wave launching and reception, and a small subsatellite for remote signal reception and plasma diagnostics. The objectives are to study wave injection and propagation in the ionospheric plasma, and to use these phenomena to probe the structure and morphology of the ionosphere. To achieve these objectives, it is essential to understand how much the properties of a long dipole antenna are affected by the surrounding anisotrop plasma medium. The WISP project with emphasis on antenna-related aspected is summarized, and the state of the art on the subject of antennas in plasmas is reviewed

N84-24943# Advisory Group for Aerospace Research and

Development, Neuilly-Sur-Seine (France).
CHARACTERISTICS OF THE LOWER INFLUENCING RADIO WAVE PROPAGATION **ATMOSPHERE**

A. W. BIGGS, ed. Loughton, England Feb. 1984 313 p refs In ENGLISH and FRENCH Symp. held in Spatind, Norway, 4-7

(AGARD-CP-346; ISBN-92-835-0347-3; AD-A145046) Avail: NTIS HC A14/MF A01

The lower atmosphere and its characteristics which influence radio wave propagation were studied. The influence of rain and other particles, refraction effects, long range propagation were examined. The following topics were discussed: (1) meteorological and radiometeorlogical parameters which may influence terrestrial on earth-space radio links; (2) various models and methods to predict the effects of these parameters on radio waves; (3) the effect of turbulence and particle scattering on optical propagation; investigation of methods to overcome perturbations due to the propagation effects. For individual titles, see N84-24944 through N84-24970.

N84-24944# Centre National d'Etudes des Telecommunications, Issy-les-Moulineaux (France).

D-1 STATISTICAL MODEL OF TROPOSPHERIC MULTIPATH PROPAGATION | MODELE STATISTIQUE DE LA PROPAGATION PAR TRAJETS MULTIPLES TRAPOSPHERIQUES

L. BOITHIAS In AGARD Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation 2 p (SEE N84-24943 15-32) Feb. 1984 refs In FRENCH

Avail: NTIS HC A14/MF A01

The distribution of levels received on a visibility link which does not involve stable reflections on the ground can, in general, be represented by the Rice-Nakagami law because this law gives the statistical distribution of the sum of a deterministic vector and of an uncertain vector. When the deterministic vector has a null or negligible amplitude, a Rayleigh law is obtained. The essential problem is to find the relations between the parameters of the distribution and those of the link (distance, frequency, climate, etc.). Current models of these relations flow from two propositions. The sum of the power transported by the deterministic vector and of that transported by the uncertain vector is an uncertain variable whose average is equal to the power received in free space and the variation type is proportional to the distance. For inferior distances around 50 km, the variation type can be considered as null (the sum of the powers is a certain quantity). The power transported by the deterministic vector decreases exponentially

Transl. by A.R.H.

N84-24945# Centre National d'Etudes des Telecommunications. Issy-les-Moulineaux (France).

TWO TYPES OF ERRORS MADE IN PREDICTION WAVE ATTENUATION BY RAIN (DEUX TYPES DERREURS FAITES DANS LA PREVISION DE ATTENUATION DES ONDES PAR LA PLUIE !

L. BOITHIAS In AGARD Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation 10 p (SEE N84-24943 15-32) Feb. 1984 refs in FRENCH; ENGLISH summary Avail: NTIS HC A14/MF A01

Most methods proposed for predicting wave attenuation due to rain aim to derive the statistical distribution of attenuation on a path from the statistical distribution of rain rate at a point of the path. For that, these methods require the choice of a space model of rainy area or rainy volume. It appears that two erroneous assumptions are often made in these models. In the horizontal rain model there is confusion in the general concept of rain cells. between the rainy area of 15 to 20 kilometers in diameter which has to be considered for rain attenuation and the core of a few kilometers in diameter which has to be considered for rain scatter In the vertical rain model, there is confusion between the vertical extent of rain fall and the height of 0 deg isotherm. In fact these quantities may be significantly different especially for low latitudes. These two erroneous assumptions are partly responsible for delaying the elaboration of a simple and reliable rain model for the prediction of rain attenuation.

N84-24946*# Virginia Polytechnic Inst. and State Univ., Blacksburg. Satellite Communications Group.

ICE DEPOLARIZATION ON LOW-ANGLE 2 GHZ SATELLITE DOWNLINKS

W. L. STUTZMAN, C. W. BOSTIAN, A. TSOLAKIS, and T. PRATT In AGARD Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation 11 p (SEE N84-24943 15-32) Feb. 1984 refs Sponsored in part by NASA and International Telecommunications Satellite Organization Prepared in cooperation with International Telecommunications Satellite Organization, Washington, D.C., and JPL, California Inst. of Tech., Pasadena Avail: NTIS HC A14/MF A01

The impact of ice depolarization on the statistical performance of satellite downlinks were investigated. Propagation data recorded during 1979 and 1980 to see what impact of ice depolarization on link performance were analyzed. The effects on the cross polarization discrimination (XPD) statistics amounted to at most a 2 to 4 dB reduction in the XPD values which rain would have produced for a given percentage of time. Ice depolarization had no effect on the statistics of XPD values below the 0.01% level. Most of the severe ice depolarization events were associated with drops in barometric pressure and the passage of intense cold fronts through our area. Ice contents as the product of three individually undetermined quantities were defined: ice particle density, ice cloud thickness, and the average volume of the ice crystals. It is indicated that populations of ice particle with ice contents on the order of 0.002 m4/m3 are probably responsible for the lower values of measured XPD.

E.A.K.

N84-24947# Rome Air Development Center, Hanscom AFB, Mass. Electromagnetic Sciences Div.

THE EFFECT OF A LOW-ALTITUDE NUCLEAR BURST ON MILLIMETER WAVE PROPAGATION

E. E. ALTSHULER In AGARD Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation 18 p (SEE N84-24943 15-32) Feb. 1984 refs
Avail: NTIS HC A14/MF A01

The limitations imposed on millimeter wave propagation by the dust produced by a low altitude nuclear burst were examined. The closer the burst is to the surface, the larger will be the dust loaded into the nuclear firetiall, an extremely hot and highly ionized spherical mass of air and gaseous weapon residues. The fireball absorbs, scatters and refracts the propagated wave and may also produce scintillations. Only the losses due to absorption and scattering are calculated. A sensitivity analysis of attenuation dependence on the pertinent dust parameters was conducted. It was found that the dust attenuation is very heavily dependent on the maximum particle radius, the number of large particles in the distribution and the real and imaginary components of the index of refraction over the range from dry sand to clay. The attenuation is also proportional to the fraction of the atmosphere filled with dust. The attenuation includes losses due to fireball ionization, dust and atmospheric oxygen and water vapor. Results are obtained as a function of time after burst, distance from burst, elevation angle and frequency up to 95 GHz. It is found that very high attenuations occur within about 20 seconds after the burst if the path intersects the fireball. At later times attenuations of the order of tens of dB are possible due to dust alone. After several minutes the larger dust particles have settled and attenuations of several db are present

N84-24948# Norwegian Telecommunications Administration Research Establishment, Kjeller.

MEASUREMENTS OF ATMOSPHERIC EFFECTS ON SATELLITE LINKS AT VERY LOW ELEVATION ANGLE

O. GUTTEBERG In AGARD Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation 12 p (SEE N84-24943 15-32) Feb. 1984 refs Sponsored in part by ESA Avail: NTIS HC A14/MF A01

Propagation measurements with the Orbital Test Satellite (OTS) at the Arctic islands of Spitzbergen (78 deg) are reported. The elevation angle to the satellite was 3.2 deg and the frequency 11.8 GHz. The experiments included: measurements of atmospheric scintillations, cross polarization discrimination and space diversity improvements. It is shown that the distributions of the received satellite beacon amplitude can be approximated by Rice distributions. Large diversity gain was obtained by using horizontal

spacing of 1 km. A wideband (TV) transmission experiment was also performed. E.A.K.

N84-24949# Naval Ocean Systems Center, San Diego, Calif. BLUE-GREEN PROPAGATION THROUGH CLOUDS Abstract Only

G. C. MOORADIAN In AGARD Characteristics of the Lower Atmosphere influencing Radio Wave Propagation 1 p (SEE N84-24943 15-32) Feb. 1984 Avail: NTIS HC A14/MF A01

Optical communications in the atmosphere, space and underwater was investigated. The performance of a space to Earth/underwater link through the adverse atmospheric propagation channel is of paramount importance. The presence of clouds along the propagation path scatter the blue-green radiation and cause spatial, angular, and temporal spreadings of the beam. This condition decreases the peak power at the receiver by both multipath time delays, and spatial spreading and also increases the apparent source size. Performance may be seriously degraded. This effect are somewhat compensated for by adapting the receiver; increasing the field of view of the receiver to accept the scattered radiation. The temporal, spatial, and angular spreading of a blue-green pulse through clouds and fogs are measured as a function of optical thickness and receiver field of view. E.A.K.

N84-24950# Naval Research Lab., Washington, D. C.
THE EFFECTS OF METEOROLOGY ON MARINE AEROSOL AND
OPTICAL AND IN PROPAGATION

S. G. GATHMAN In AGARD Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation 16 p (SEE N84-24943 15-32) Feb. 1984 refs
Avail: NTIS HC A14/MF A01

Optical and IR propagation which can be strongly influenced by aerosol in the marine boundary layer is discussed. The effects are wavelength dependent to use in all cases. Sources and sinks of this aerosol in operation over the ocean can be predicted from a full knowledge of the meteorological situation. Once airborne the spatial distribution of the aerosol is a function of the mixing processes, the micrometeorology of the marine boundary layer and the history of these processes to which the aerosol is exposed. The marine aerosol size distribution, which describes the concentration of droplets for each size class, is modeled from standard meteorological parameters and the resultant extinction and absorption is calculated from the size distribution for wavelengths of from 0.2 to 40.0 micrometers using Mie theory. The model uses the stored historical marine data bases to produce climatologies of the optical and IR properties over the oceans. The art of meteorological forecasting can be employed to forecast the necessary model inputs from which desired future optical, and IR properties can be determined.

N84-24951# Portsmouth Polytechnic (England). Dept. of Electrical and Electronic Engineering.

A SYSTEM TO MEASURE LOS ATMOSPHERIC

A SYSTEM TO MEASURE LOS ATMOSPHERIC TRANSMITTANCE AT 19 GHZ

E. VILAR, T. J. MOULSLEY, J. AUSTIN, A. HEWITT, J. R. NORBURY (Science Research Council, Chilton, England), and S. K. BARTON (Science Research Council, Chilton, England). In AGARD Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation 16 p (SEE M84-24943 15-32). Feb. 1984 refs. Sponsored in part by UK Departmental Users Committee Avail: NTIS HC A14/MF A01

The principles of a wideband test system for measuring the complex transmittance of a line-of-sight (LOS) microwave radio link subject to fading and multipath are discussed. The technique which uses cross-correlation between pseudo-binary random sequences falls into the realm of spread spectrum techniques. The system described is designed cover 1 GHz bandwidth at 19 GHz and has the objective of measuring both co-polar and cross-polar transmittance thus generating the complex transmittance matrix. Computer simulations and preliminary experimental results are presented together with a brief initial companson with other systems.

N84-24952# Science Research Council, Chilton (England). A GAAS REFRACTOMETER FOR TROPOSPHERIC STUDIES U. M. YILMAZ, G. R. KENNEDY, and M. P. M. HALL In AGARD Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation 6 p (SEE N84-24943 15-32) Feb. 1984 refs Avail: NTIS HC A14/MF A01

A microwave refractometer designed to be used in studies of multipath propagation on line-of-sight microwave links, and studies of transhorizon ducting is described. The application of a GaAs FET amplifier in a feedback loop containing the sampling cavity produced a lightweight and simple refractometer which was tested and used in a light aircraft with on-board data processing. These various aspects are discussed in some detail, together with the background requirements and specification.

N84-24953# National Telecommunications and Information

Administration, Boulder, Colo.

PREDICTION OF MULTIPATH FADING ON TERRESTRIAL
MICROWAVE LINKS AT FREQUENCIES OF 11 GHZ AND GREATER

D. D. CROMBIE In AGARD Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation 9 p (SEE N84-24943 15-32) Feb. 1984 refs

Avail: NTIS HC A14/MF A01

Published data on the probability of multipath fading on different paths with lengths of to 45 km, at frequencies up to 37 GHz, measured in different countries, were analyzed. For the paths which have probabilities greater than 0.001% for 20 dB fades, it is found that the fading probability increases with antenna beam width. In addition, it is found that increasing the clearance of the path above surrounding terrain reduces the fading probability. Inclusion of these two variables, in addition to frequency and path length, reduces the uncertainty in prediction of fading probability by a factor of

N84-24954# Centre National d'Etudes des Telecommunications

EFFECT OF LEAP LENGTH ON THE QUALITY OF LARGE CAPACITY NUMERICAL LINKAGES (EFFET DE LA LONGUEUR DU BOND SUR LA QUALITE DES LIAISONS NUMERIQUES A GRANDE CAPACITE!

J. BATTESTI In AGARD Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation 4 p (SEE N84-24943 15-32) Feb. 1984 refs in FRENCH Avail: NTIS HC A14/MF A01

With regards to the selectivity fadings due to multiple paths, these fadings produce signal degradation that is more important than that of a nonselective fading of the same profundity. This occurs as if the capacity of the equipment for fading were reduced in the presence of multipath propagation and leads to the introduction of the notion of sharply-defined capacity as opposed to the rough capacity measured in the case of nonselective fading. It is shown that, for a numeric signal of given characteristics (numeric debit, type of modulation) the finely defined capacity is independent of the length of the shift. Transl, by A.R.H.

N84-24955# Bell Telephone Labs., Inc., Holmdel, N. J. MULTIPATH OUTAGE PERFORMANCE OF DIGITAL RADIO RECEIVERS USING FINITE-TAP ADAPTIVE EQUALIZERS

N AMITAY and L. J. GREENSTEIN In AGARD Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation 10 p (SEE N84-24943 15-32) Feb. 1984 refs Avail NTIS HC A14/MF A01

Recent analysis/simulation studies have quantified the multi-path outage statistics of digital radio systems using ideal adaptive equalization. The use of finite-tap delay line equalizers is onsidered with the aim of determining how many taps are needed to approximate ideal performance. To this end, is considered an M level QAM system using cosine rolloff spectral shaping and an adaptive equalizer with either fractionally-spaced synchronously-spaced taps is assumed. A widely used statistical model for the fading channel is used. For each trial, we compute * **riek, tion ** signal to-distortion measure, suitably maximized with respect to the tap gains. One can thereby obtain probability setretations of this measure for specified combinations of system. examples Those distributions, in turn, can be interpreted as tage of abusties (or outage seconds) vs. the number of at hater makes A major finding is that, for the assumed multipath fading model, very few taps (the order of five) are needed to approximate the performance of an ideal infinite-tap equalizer. It is also found that a simple, suboptimal form of timing recovery is generally quite adequate; and that fractionally-spaced equalizers are more advantageous than synchronously-spaced equalizers with the same number of taps. This advantage is minor for rolloff factors of 0.5 and larger but increases dramatically as the rolloff factor approaches zero.

N84-24956# Technische Hogeschool, Delft (Netherlands). Dept. of Electrical Engineering.

PROPAGATION SPHERICAL **MULTIPATH-PROPAGATION PREDICTIONS**

L. P. LIGTHART In AGARD Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation 8 p (SEE N84-24943 15-32) Feb. 1984 refs Avail: NTIS HC A14/MF A01

Multipath fading leads to a limitation in the availability and/or reliability of microwave links. To study the propagation mechanism under fading conditions propagation models, based on ray theory. above a spherical earth were developed and compared to the well-known planar propagation model above a flattened earth. The reasons for studying spherical propagation models are: (1) to avoid the limitation of small elevation angles in planar propagation models, (2) to investigate the computed and measured path delay on the microwave line of sight links, and (3) to set up an analytical approach for the spherical propagation model without numerical difficulties and computing-time intensive procedures. Computational results of the models are shown, including and accuracy analysis, and the use of spherical propagation models is illustrated for surface duct layers above water.

N84-24957# Netherlands Foundation for Radio Astronomy,

CORRECTING RADIO ASTRONOMY INTERFEROMETRY **OBSERVATIONS FOR IONOSPHERIC REFRACTION**

T. A. T. SPOELSTRA In AGARD Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation 8 p (SEE N84-24943 15-32) Feb. 1984 refs Sponsored in part by The Netherlands Organization for the Advancement of Pure Research (Z.W.O.)

Avail: NTIS HC A14/MF A01

Radio astronomical observations with local interferometers and very long baseline interferometers (VLBI) are affected by atmospheric (i.e., tropospheric and ionospheric) refraction. A correction procedure for ionospheric refraction for radio astronomy interferometry is reviewed. This correction is applied to observations made with the Westerbork Synthesis Radio Telescope (WSRT). The method used for WSRT observations can also be used to correct VLBI observations for ionospheric refraction. If networks of ionosonde and satellite observing stations operate during the astronomical VLBI observations, pathlength corrections ranging from several wavelengths to a fraction of a wavelength are possible. provided the geographical distribution of these stations is similar to the VLBI network. The possibilities of this procedure are compared with the results derived by e.g., dual frequency VLBI observations.

N84-24958# Plessey Radar Ltd., Chessington (England). Operational Research.

THE ESTIMATION AND CORRECTION OF REFRACTIVE BENDING IN THE ARS-D TACTICAL RADAR SYSTEMS

F. BARKER In AGARD Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation 15 p (SEE N84-24943 15-32) Feb. 1984 refs

Avail: NTIS HC A14/MF A01

The development of techniques for the estimation and correction of refractive bending, in the vertical plane, in the evolution of a family of radar systems is discussed. The systems are based on the AR3-D radar and are in service in several countries and climates. After a brief description of the AR3-D radar systems, the Operational requirements, the Engineering solutions, some of the Human Factors which affect the design and implementation, and future possibilities are discussed. A simple and exact approach to sensitivity analysis is given. A fast algorithm for the online correction of radar plot elevation data is given. The need for education on refractive effects and for understanding the possibilities which exist for estimation and correction in 3-D radar systems is emphasized

N84-24959# Florence Univ. (Italy).
EFFECT OF MULTIPLE SCATTERING ON THE PROPAGATION OF LIGHT BEAMS IN DENSE NONHOMOGENEOUS MEDIA BRUSCAGLIONI, A. ISMAELLI, L. LOPORTO, and G. ZACCANTI In AGARD Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation 13 p (SEE N84-24943

15-32) Feb. 1984 refs Avail: NTIS HC A14/MF A01

Calculations performed by means of a Monte Carlo method show that the contribution of forward single and multiple scattering to the received power in an optical transmission link through a turbid atmosphere increases when the scattering medium is more concentrated near the receiver. An experimental check of this result is also presented.

N84-24960# Massachusetts Inst. of Tech., Cambridge COMPENSATION **ATMOSPHERIC** ADAPTIVE FOR TURBULENCE EFFECTS ON OPTICAL PROPAGATION

D. P. GREENWOOD In AGARD Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation 10 p (SEE N84-24943 15-32) Feb. 1984 refs Sponsored in part by

Avail: NTIS HC A14/MF A01

Optical wavefronts propagated in atmospheric turbulence suffer significant degradation manifested as beam spread, beam wander, and scintillation. The state of progress of this field of research is reviewed as well as recent efforts to overcome the limiting effects of refractive turbulence. Adaptive optical systems are being developed to sense the phase distortion present on propagated beams and to compensate for these aberrations in real time. Equations describing the magnitude of the turbulence effect and also describing the degree to which compensation may be achieved are given. Supporting data are presented as well.

N84-24961# D-Peek, Inc., Boulder, Colo.
EFFECTS OF ATMOSPHERIC TURBULENCE ON OPTICAL **PROPAGATION**

R. S. LAWRENCE In AGARD Characteristics of the Lower Atmospher Influencing Radio Wave Propagation 8 p (SEE N84-24943 15-32) Feb. 1984 refs Avail: NTIS HC A14/MF A01

The optical refractive index of the atmosphere depends on temperature, pressure, and humidity. Naturally occurring variations of these quantities, with scales of a few centimeters and associated with atmospheric turbulence, cause optical scintillation, image distortion, and laser beam broadening. The meteorological conditions that influence the occurrence of this optical turbulence are reviewed. The optical significance of turbulence at various heights in the atmosphere is discussed. The differences between these optical effects and the corresponding phenomena at radio wavelengths are pointed out. While tream broadening increases indefinitely with the strength of optical turbulence, scintillation saturates and eventually decreases with increasing turbulence. This important effect is discussed and a phenomenological theory that explains it is given. Estimates are given of the limitations imposed by atmospheric turbulence on various types of optical systems. The techniques that can be used to measure optical turbulence are discussed

N84-24962# Service Meteorologique Metropolitan, Paris D-19 EVALUATING THE HEIGHT OF TROPOSPHERIC CONDUCTION OF EVAPORATION (EVALUATION DE LA HAUTEUR DU CONDUIT TROPOSPHERQUE DEVAPORATION) B. STRAUSS In AGARD Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation 8 p (SEE N84-24943 15-32) Feb. 1984 refs in FRENCH Avail: NTIS HC A14/MF A01

The first attempts to estimate the height of the conduction of evaporation from outputs of a numerical prediction model used in meteorology are presented. The model of the European Center of midterm weather forecasting is used. Outputs in grid points of wind at 10 meters, temperature and Td at 2 meters, and ocean surface temperature are used in the calculations. The method is tested on a section of the North Atlantic and on a zone of the

Indian Ocean by comparing estimates from the model with marine meteorological observations

N84-24963# Marconi Co. Ltd., Great Baddow (England)
A RADIO INTERFERENCE MODEL FOR WESTERN EUROPE In AGARD Characteristics of the Lower S ROTHERAM Atmosphere Influencing Radio Wave Propagation 15 p (SEE N84-24943 15-32) Feb. 1984 refs

Avail: NTIS HC A14/MF A01

Field strength distributions for 106 land, sea and mixed paths of three terrain types are analyzed for their dependence on scattering angle, probability, terrain type, frequency and terminal height. Good models are derived for the sea and low terrain land paths. The medium and high terrain land paths show greater variability. The frequency dependence is shown to be weak. The dependence on terminal heights is shown to be nonexistent except for the effect on the scattering angle. Mixed paths are shown to be like land paths and are quite unlike sea paths.

N84-24964# Consiglio Nazionale delle Ricerche, Bologna (Italy). Inst. di Radioastronomy.

TRANSHORIZON MICROWAVE PROPAGATION MEASUREMENTS RELATED TO SURFACE METEOROLOGICAL PARAMETERS

R. AMBROSINI, M. CAPORALONI (Bologna Univ., Italy), and G. In AGARD Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation 6 p (SEE N84-24943 15-32) Feb. 1984 refs Avail: NTIS HC A14/MF A01

Experimental results of three months of continuous measurements at 3cm. wavelengths are given for the following aligned paths; the first, 100 Km. long, over flat land (Po Valley); the second, 140 Km. long, across the Adriatic Sea; the third consisting of the sum of the previous ones. The stations are linked to radiowaves only during super standard atmospheric conditions. The period considered was in the autumn-winter season, from October to December, for 92 days of observations. Hourly efficiency istograms are drawn. They present a peculiar trend for the different paths; variable over land, with a strong maximum in the nocturnal hours; almost constant over sea, with a characteristic peak around noon for the combined path. Efficiencies up to 43% have been measured on flat land during the night, while lower values were found on the sea. An attempt to find a direct connection between radio signal reception in super standard conditions and surface meteorological parameters has shown a strong correlation with water vapor pressure for the sea path; radio ducting sets up for a monotonic decoying of the water content of the air. Measurements over flat land show radio ducting to be almost nocturnal phenomenon. Radio propagation beyond the horizon detects temperature inversions caused by nocturnal cooling and therefore, there is not very clear evidence of correlation with ground meteorological data.

N84-24965# Naval Ocean Systems Center, San Diego, Calif. Ocean and Atmospheric Sciences Div. TROPOSPHERIC PROPAGATION ASSESSMENT

K. D. ANDERSON, J. H. RICHTER, and H. V. HITNEY In AGARD

Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation 6 p (SEE N84-24943 15-32) Feb. 1984 refs Avail: NTIS HC A14/MF A01

It is well known that microwave propagation in a marine environment frequently exhibits unexpected behavior. The deviation from 4/3 earth propagation calculations is due to the fact that the vertical refractivity distribution of the troposphere rarely follows the standard lapse rate of -39 N/km. Instead, the troposphere is generally composed of horizontally stratified layers of differing refractivity gradients. The most striking propagation anomalies result when a layer gradient is less than -157 N/km forming a trapping layer. In the marine environment, there are two mechanisms which produce such layers. An elevated trapping layer is created by the advection of a warm, dry air mass over a cold, moist air mass producing either a surface-based or an elevated duct which may affect frequencies as low as 100 MHz. A very persistent surface trapping layer is due to water evaporation at the air-sea interface. This surface, or evaporation duct is generally thin, on the order of 10 m in vertical extent, and is an effective trapping mechanism for frequencies greater than 3 GHz. With the introduction of the Integrated Refraction Effects Prediction System (IREPS) into the US Navy, fleet units now have the capability to evaluate accurately the performance of their EM systems when the refractive environment is known. However, these units may have to plan for operations thousands of miles away under different refractivity conditions. To assist in planning, a worldwide upper air and surface climatology has been developed for use through the IREPS programs. The IREPS concept is reviewed and a description of the tropospheric ducting data base is presented.

N84-24966# Brunel Technical Coll., Bristol (England). Dept. of Radiocommunications and Radar.

DISTORTION OF A NARROW RADIO BEAM IN A CONVECTIVE

In AGARD Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation 21 p (SEE N84-24943 15-32) Feb. 1984 refs Avail: NTIS HC A14/MF A01

In considering the basic mechanism of heat exchange by convective circulation in the atmosphere it is apparent that the resultant thermal cell structures, as proposed by Benard, may possess refractive index properties which will influence the cross-sectional shape of a narrow conical radio beam. A simplified classical toroidal cell is considered for the purpose of analysis to show that the core of such a cell in the atmosphere may act as a cylindrical concave lens. The resultant distortion of a narrow beam is then discussed. The concept if then developed further to show that trans-horizon propagation may result from an in-line array of thermal cells. Author

N84-24967# Johns Hopkins Univ., Silver Spring, Md. ANOMALOUS PROPAGATION AND RADAR THROUGH INHOMOGENEOUS ATMOSPHERES COVERAGE

H. W. KO, J. W. SARI, M. E. THOMAS, P. J. HERCHENROEDER (ESD, Hanscom AFB, Mass.), and P. J. MARTONE In AGARD Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation 14 p (SEE N84-24943 15-32) Feb 1984 refs (Contract N00024-83-C-5301)

Avail: NTIS HC A14/MF A01

A method is outlined which enables radar coverage predictions to be made under anomalous propagation conditions. Spatial and temporal changes in the height and strength of refractive layers in the troposphere are known to compromise radar coverage. Refractive layers may create coverage voids by diverting rays and may introduce anomalous clutter and range height errors in radar systems. In this paper, elements of meteorology, atmospheric boundary layer physics, and electromagnetic wave propagation are combined to investigate the effect of inhomogeneous refractive layers on radar coverage. A computer program called EMPE (Electromagnetic Parabolic Equation) has been developed to aid in these investigations. A special feature of EMPE is its ability to deal with inhomogeneous atmospheric changes in both the horizontal and vertical directions. Predictions for anomalous wave behavior have been made for frequencies from 100 MHz to 10 GHz. The results are relevant to a variety of microwave electromagnetic systems such as those used for communications, radar, and aircraft instrument landing

N84-24968# British Broadcasting Corp. Kingswood (England)
THE PREDICTION OF FIELD STRENGTH IN THE FREQUENCY **RANGE 30 - 1000 MHZ**

R S SANDELL and D W TAPLIN In AGARD Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation 10 p (SEE N84-24943 15-32) Feb 1984 refs Avail NTIS HC A14/MF A01

The background of the BBC's involvement in propagation measurement at VHF and UHF is outlined. Weaknesses in the original data are discussed. The accuracy of prediction is related to the accuracy of measurement as illustrated by an experiment dating to the development period of an interim BBC prediction method for UHF, and the accuracy of the current path loss prediction method is discussed. Possible directions of future development in prediction methods are indicated and the objectives of the BBC's research in this area are outlined

N84-24969# Communications Research Centre, Ottawa (Ontario). VHF AND UHF PROPAGATION IN THE CANADIAN HIGH

ARCTIC

R. S. BUTLER, J. I. STRICKLAND, and C. BILODEAU In AGARD Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation 8 p (SEE N84-24943 15-32) Feb. 1984 Avail: NTIS HC A14/MF A01

Radio propagation in the Arctic maritime environment was studied. Five UHF radio paths between pairs of elevated points were selected along a 300 km east-west line which parallels a potentially important navigation route through the Arctic islands. Two VHF paths, each between an elevated site and a point near sea level were also chosen to simulate communications with a ship. Partial results from the summer to winter transition season show that propagation between the elevated points is highly reliable, but that propagation along the slanted paths appears to be strongly affected by radio wave ducting.

Royal Signals and Radar Establishment, Malvern N84-24970# (England).

CONSIDERATIONS PERTINENT TO **PROPAGATION** PREDICTION METHODS APPLIED TO AIRBORNE MICROWAVE EQUIPMENT

T. ALMOND In Agard Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation 11 p (SEE N84-24943 15-32) Feb. 1984 refs

Avail: NTIS HC A14/MF A01

Current coverage diagrams for certain airborne microwave equipments which include radars, navigation aids, communications, countermeasures sets and command links are outlined. Coverage diagrams are affected by large-scale atmospheric refraction and superrefraction. Techniques of operational use for sounding the meteorological and radioelectrical characteristics of troposphere and coverage prediction methods are reviewed. It is concluded that there is an unreasonable reliance on horizontal homogeneity in the current prediction techniques coupled with inadequate lateral spatial sampling of the tropospheric structure. E.A.K.

Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

PROPAGATION INFLUENCES ON DIGITAL TRANSMISSION SYSTEMS: PROBLEMS AND SOLUTIONS

J. BLYTHE, ed. Loughton, England Oct. 1984 510 p refs in ENGLISH and FRENCH Symp held in Athens, 4-8 Jun. 1984 (AGARD-CP-363; ISBN-92-835-0367-8) Avail: NTIS HC A22/MF

Papers and session summaries are presented which examine propagation effects having an influence on the performance of digital systems, including: noise levels, and system sensitivities to noise; man-made interference types and system sensitivities to man-made interference, and multipath effects; dispersion, fading rates, medium coherent bandwidth, channel models, and system sensitivities to these. Systems designed to counter these effects, including the various kinds of adaptive systems are also reviewed For individual titles see N85-19270 through N85-19308

N85-19270# Siemens A.G., Munich (West Germany) LIMITS OF THE PROPAGATION MEDIUM WITH RESPECT TO DIGITAL SIGNAL TRANSMISSION

E W LAMPERT In AGARD Propagation Influences on Digital Transmission Systems 15 p (SEE N85-19269 10-32) Oct. 1984 refs

Avail: NTIS HC A22/MF A01 CSCL 20N

The effects of the propagation medium are more pronounced in digital communication systems than in analogue ones, in particular when considering single channel systems. The quality parameters bit-error-rate and link availability are affected not only by the received signal level but also by multipath propagation which may result in frequency selective fading or just in a too low signal level when changing the location in a mobile system or signal fading when the medium is time variable. While fading decreases the signal to noise ratio of links causing short or long terms outages, frequency selective fading causes intersymbol interference and distortion which results in classical systems in an irreducible error rate. Propagation effects for each frequency region from HF to EHF are discussed individually. For LOS-links the typical multipath geometry is presented and data for coherence bandwidth and fading duration are given. Meteor burst scatter can only be used in digital ARQ-systems. It is shown that present systems are rather power limited than distortion limited. In digital troposcatter systems selective fading due to the mutual differential delay of the signal components is a limiting factor especially in digital systems. Delay power spectra are discussed with respect to geometry and layer structure.

N85-19271# Hellenic Navy Technology Development Office, Athens (Greece).

PROPAGATION OF WIDE BANDWIDTH SIGNALS IN A TROPOSPHERIC DUCTING SYSTEM

N. K. UZUNOGLU In AGARD Propagation Influences on Digital Transmission Systems 12 p (SEE N85-19269 10-32) Oct. 1984 refs

Avail: NTIS HC A22/MF A01

The propagation properties of wide bandwidth signals transmitted through a tropospheric ducting medium are examined analytically. A flat earth model with a perfect surface conductivity (sea surface) is taken. The refractive index profile n(h) is assumed a stepwise function of the height h. Horizontal and vertical polarized waves are treated in parallel by employing similar procedures. The corresponding boundary value problems are solved by using spectral representations for the primary antenna and induced fields. Guided and radiated mode contributions are then computed by applying approximate asymptotic integration techniques under a continuous wave (CW) excitation. The behavior of wide bandwidth signals propagating in a tropospheric duct is examined in terms of the inverse Fourier transformation of the CW field expressions. Several geometries are considered such as both transmitting and receiving antennas being inside the tropospheric waveguide or the opposite. Particular attention is given to the case when the communication path crosses the waveguide ceiling. In order to determine the influence of the multipath propagation, occurring inside the ducting medium, into a real communication link a phase shift keying modulation is considered. Numerical results are given for several tropospheric ducting media in terms of the bit error

N85-19272# Bell Telephone Labs., Inc., Holmdel, N. J. DIGITAL DATA COMMUNICATIONS OVER MICROWAVE RADIO CHANNELS

J. SALZ In AGARD Propagation Influences on Digital Transmission Systems 7 p (SEE N85-19269 10-32) Oct. 1984 refs

Avail: NTIS HC A22/MF A01

A major contribution to system outage in a terrestrial digital radio channel is deep fading of the frequency transfer characteristic, which in addition to causing a precipitous drop in received signal-to-noise ratio also causes signal dispersion that can result in severe intersymbol interference. Because the temporal variation of the channel is slow compared to the signaling rate, the information theoretic channel capacity and the efficiency index in bits/cycle can be viewed as random processes. Based on an established mathematical model for fading channels, the probability distribution of channel capacity and the distribution of efficiency indices for different communications techniques are estimated. A crucial obstacle to achieving these rates is the nonlinear distortion introduced by power amplifiers. A method for coping with this nonlinear distortion is also described.

M.G.

N85-19273# Rome Air Development Center, Griffiss AFB, N.Y. EHF AIR-TO-AIR COMMUNICATIONS

P. N. EDRAOS In AGARD Propagation Influences on Digital Transmission Systems 16 p (SEE N85-19269 10-32) Oct. 1984 refs

Avail: NTIS HC A22/MF A01

The use of the extremely high frequency (EHF) oxygen-absorption frequency band for low-detectability air-to-air communications has been proposed at various times; the development of such an EHF short-range air-to-air communications system is considered. The protection to the communications system is provided by the cumulative oxygen absorption characteristics of the atmospehre. System considerations are dealt with parametrically; the effects of aircraft velocity, altitude, antenna coverage, transmitter power, and so forth, are discussed with regard to impact on range, frequency, acquisition time, data rate, etc. A

baseline system is submitted; link power budget calculations are made for the baseline, resulting in estimates for maximum allowable attenuation; system performance is assessed for a number of situations. Emphasis is on communications and the problemai involved in the design and implementation of an EHF air-to-air digital voice system, concentrating on the propagation influences and constraints.

N85-19274# British Telecom Research Labs. Ipswich (England).

PROPAGATION INFLUENCES ON THE PERFORMANCE OF A REDUCED BANDWIDTH QUADRATURE PHASE SHIFT KEYED DIGITAL RADIO SYSTEM

J. E. DOBLE In AGARD Propagation Influences on Digital Transmission Systems 7 p (SEE N95-19269 10-32) Oct. 1984 Avail: NTIS HC A22/MF A01

British Telecom is running a field trial of a spectrally efficient (4.2 bits/Hz) reduced bandwidth quadrature phase shift keyed digital radio system for the lower 6 GHz and 4 GHz bands in a part of the UK that is subject to above average multipath activity. Some of the observations made during a two-year period are described together with the improvements made to the antennas and the methods likely to be used in predicting system performance in other locations. The current method of predicting multipath fading is examined and found wanting in its application to digital system planning. An alternative is put forward and an example of its use is given.

N85-19275# Boston Univ., Mass. Dept. of Astronomy.
EQUATORIAL TRANSIONOSPHERIC PROPAGATION
CONDITIONS AFFECTING DIGITAL COMMUNICATIONS

J. AARONS In AGARD Propagation Influences on Digital Transmission Systems 13 p (SEE N85-19269 10-32) Oct. 1984 refs

Avail: NTIS HC A22/MF A01

The strength, morphology, and spectral characteristics of trans-ionospheric transmissions were assessed in order to mitigate fading in trans-ionospheric digital systems. The morphology and power spectra of equatorial scintillations are discussed along with fading characteristics relevant to digital communications. Solar flux levels are related to irregularities in the F layer of the ionosphere.

N85-19276# General Electric Co., Syracuse, N.Y.
PROPAGATION EFFECTS ON THE DOPPLER FREQUENCY
SHIFT OF SATELLITE TRANSMISSIONS

G. H. MILLMAN and M. C. ARABADJIS In AGARD Propagation Influences on Digital Transmission Systems 15 p (SEE N85-19269 10-32) Oct. 1984 refs

Avail: NTIS HC A22/MF A01

The refraction phenomenon in the troposphere and the ionosphere causes an error in the Doppler frequency shift of radio transmissions emitted from a nonstationary satellite and received on the ground. Estimates are made of the Doppler error for various atmospheric and solar-geophysical conditions and are applicable for frequencies in the VHF to UHF range and above. The Doppler error imposed by the troposphere is directly proportional to frequency while, in the case of the ionosphere, the error is approximately inversely proportional to the frequency and approximately directly proportional to the vertical electron content. average tropospheric conditions, the tropospheric contribution to the Doppler error is predominant for frequencies on the order of 400 MHz and above. Below about 400 MHz, the ionospheric refraction effects are prevalent. The Doppler effects can be compensated for, to some extent, when the angular bending and the space vehicle velocity are known. Estimates of the angular bending due to the troposphere can be made to a fair degree of accuracy, from measurements of the surface refractivity. For the ionosphere, the vertical electron content data can be used for the estimation of the refraction angle error

N85-19277# Thomson-CSF, Levallois-Perret (France).
INFLUENCE OF PROPAGATION IN DIGITAL WIRELESS BEAM,
MICROWAVE LINKS (INFLUENCE DE LA PROPAGATION DANS
LES FAISCEAUX HERTZIENS NUMERIQUES)

J. BURSZTEJN In AGARD Propagation Influences on Digital Transmission Systems 17 p (SEE N85-19269 10-32) Oct. 1984 refs. In FRENCH

refs In FRENCH Avail: NTIS HC A22/MF A01

Methods are presented for determining the parameters which permit the prediction of the quality of tropospheric scattering and line of sight microwave links. Wireless beam, microwave links with tropospheric scattering are considered based on experiments for determining the coherence band which is the essential parameter for digital transmission by tropospheric scattering. The effects of propagation difficulties in line of sight links are discussed with focus on depolarization and selective fading. Experimental results are given which permit calculating the sensitivity of equipment and predicting the quality of the links.

N85-19278# Dutch Post Office, Dr. Neher Lab., Leidschendam.
THE IMPACT OF PROPAGATION EFFECTS ON THE DESIGN
OF HIGH CAPACITY DIGITAL MICROWAVE LINKS IN THE 18
GHZ FREQUENCY BAND

L. VANDERHOEK, A. MAWIRA, and J. NEESEN *In* AGARD Propagation Influences on Digital Transmission Systems 18 p (SEE N85-19269 10-32) Oct. 1984 refs Avail: NTIS HC A22/MF A01

Propagation effects cause performance impairments in high capacity radio relay links. A transmission model is presented which allows the prediction of system performance during fading conditions. This model includes propagation and equipment parameters, the values of which depend on the local radio-meteorological environment and the actual equipment characteristics. Propagation and communication experiments were carried out, allowing the prediction of system performance in its operational environment at frequencies around 18 GHz. In particular, the effects on the bit-error-ratio as caused by attenuation and cross-polarization due to rain and multipath are discussed.

N85-19279# Institute for Telecommunication Sciences, Boulder,

A REVIEW OF ATMOSPHERIC MULTIPATH MEASUREMENTS AND DIGITAL SYSTEM PERFORMANCE

R. W. HUBBARD *In* AGARD Propagation Influences on Digital Transmission Systems 18 p (SEE N85-19269 10-32) Oct. 1984 refs

Avail: NTIS HC A22/MF A01

The effects of multipath propagation on digital communication systems are discussed. Recent literature and experiments are reviewed for information that either describes or defines the phenomenon in terms of the propagation media itself. A morphology is presented which is intended to produce better understanding and improved performance of digital radio systems. The technical posture for the digital troposcatter channel up to the 1980s is summarized.

N85-19280# CyberCom Corp., Arlington, Va.
UHF COMMUNICATIONS THROUGH FORESTED
PROPAGATION CHANNELS

A. SCHNEIDER In AGARD Propagation Influences on Digital Transmission Systems 19 p (SEE N85-19269 10-32) Oct. 1984 refs.

Avail: NTIS HC A22/MF A01

A stochastic radio wave propagation model useful for assessing the effects of forests and other vegetation upon communications signals in the UHF band is described. Considering the forest as a time-invariant ensemble of randomly positioned and oriented discrete canonical scatterers, the behavior of the mean scattered radio wave in the forest is reviewed. Actual statistical data describing trunk and leaf characteristics are discussed and are used in several numerical examples. The model is then used to derive the specific attenuation attributable to the mean field in tree trunks and leaves. A more realistic series of models is also introduced which treat the forest as a stratified continuous medium. The models are used to develop the resultant field occurring as a consequence of combined direct, reflected, and lateral wave components and ground reflections. The analysis is extended

through Fourier transform techniques to derive the effects important to communications systems, including pulse response and two-frequency correlation functions.

R.S.F.

N85-19281# Lowell Univ., Mass. Center for Atmospheric Research.

MULTIPATH AND DOPPLER OBSERVATIONS DURING TRANSATLANTIC DIGITAL HF PROPAGATION EXPERIMENTS B. W. REINISCH, K. BIBL, M. AHMED (GTE Sylvania, Inc., Needham Heights, Mass.), H. SOICHER (Army Communications Electronics Command, Fort Monmouth, N.J.), F. GORMAN (Army Communications Electronics Command, Fort Monmouth, N.J.), and J. C. JODOGNE (Inst. Royal Meteorologique de Belgique, Brussels) In AGARD Propagation Influences on Digital Transmission Systems 11 p (SEE N85-19269 10-32) Oct. 1984 refs

Avail: NTIS HC A22/MF A01

Digital HF transatlantic propagation experiments between two nodes at Dourbes, Belgium, and Needham, MA, using identical digisonde 256 systems became operational in October 1983. Adaptive two way sounding and real time channel evaluation studies are to be conducted among the network's nodes. Presently, the Dourbes station is transmitting 10 kW pulses using a horizontal rhombic antenna while the Needham station uses a long-periodic antenna for both transmission and reception. Amplitude and Doppler shifts of different multipath modes were measured during magnetically quiescent and disturbed periods for the first month of operation. The pulse modulation enables clear separation and identification of the multihop paths. Real time discrete Fourier transforms determine the Doppler shifts imposed by height changes of the reflecting ionospheric layers. A comparison of the observed MUF's of the dominant 2F mode with the MUF's predicted by the IONCAP model show the latter to be about 20 to 30% higher

R.S.F.

N85-19282# Leicester Univ. (England). Dept. of Physics.
AN IONOSPHERIC MODE DETECTION SYSTEM FOR HF
COMMUNICATIONS APPLICATION

T. B. JONES and P. L. HAYHURST In AGARD Propagation Influences on Digital Transmission Systems 12 p (SEE N85-19269 10-32) Oct. 1984 refs

Avail: NTIS HC A22/MF A01

The injection of sounding pulses into a communications channel was used as a technique for mode detection. This pulse sounding procedure was shown to reliability recognize propagation modes within the following limits. The maximum time resolution of the system is approximately 0.5ms between arriving pulses. Thus modes with nearly equal times of flight are not easily resolved. The majority of errors recorded were due to random noise. The pulse sounding system is a low cost aid to HF communications which enables the structure of signals received via multiple propagation paths to be evaluated. From this information an estimate of the expected fading induced error rate is obtained by comparing the relative amplitudes of the active modes. The measured relative time delays between modes provide an indication of the maximum data transmission rate possible before bit errors occur due to multipath propagation. Moreover, the pulse sounding signal can provide the (S/N) ratio for a given channel from which error rate estimates can be based.

N85-19283# Deutsche Bundespost, Darmstadt (West Germany).
WIDEBAND LINE-OF-SIGHT CHANNEL MEASUREMENTS AND
SIMULATION: APPLICATION TO DIGITAL RADIO LINKS

SIMULATION: APPLICATION TO DIGITAL RADIO LINKS

R. VALENTIN and K. METZGER In AGARD Propagation
Influences on Digital Transmission Systems 11 p (SEE N85-19269
10-32) Oct. 1984 refs

Avail: NTIS HC A22/MF A01

The performance of high-capacity digital radio links which is impaired by frequency-selective fading during multipath propagation, even if the signal-to-noise ratio is adequate was examined. The amplitude and group delay distortions were measured in a 40-MHz bandwidth at 4 GHz on a line-of-sight path. It is shown that the complex transfer function H(Omega) of the propagation channel can be well approximated by a two-ray model. The influence of two-path fading can be estimated if the dependence of the notch depth versus the deviation between the notch frequency and the carrier frequency f sub c for a fixed bit-error rate is known. Perfect Nyquist pulse shaping was assumed

and the effects of timing and carrier recovery circuits during two-path propagation were considered. The comparison with the measured signature showed a small degradation which is attribute to modern imperfections. A two-channel simulator for two-path fading was developed, where the indirect wave which was delayed by tau = 6.3 ns relative to the direct wave was Fayleigh-distributed. By variation of the parameter-K which describes the power ratio between the indirect and the direct wave, it is possible to simulate different fading processes. The improvement by the use of an inphase diversity combiner is investigated for different values of the correlation coefficient between the two channels.

N85-19284# Technische Hogeschool, Delft (Netherlands). Microwave Lab.

DESIGN CRITERIA FOR LIMITED SCAN ANTENNAS AT DIGITAL MICROWAVE LINE OF SIGHT LINKS

L. P. LIGHTHART In AGARD Propagation Influences on Digital Transmission Systems 7 p (SEE N85-19269 10-32) Oct. 1984 refs

Avail: NTIS HC A22/MF A01

The angle diversity technique for multipath fading reduction which uses limited scan antennas is examined. Antenna design criteria for this purpose are investigated under the assumption that only group delay requirements instead of fading depth are the determining factors to fulfill bit error ratio (BER) specifications. In a two-way fading model the maximum group delay time difference is in first approximation equal to the ratio between the minimum received signal strength and the path delay time difference. It is known that group delay time differences are dependent on the worst BER and the modulation system. The path delay time difference and the angles of arrival are calculated in a spherical propagation model. To come to a design procedure independent of refractive index profiles it is assumed that each ray is influenced along its path by a constant refractive index gradient. Combining the results from the spherical propagation model and the group delay requirements allows the computation of the maximum fading depth for given angles of arrival. The pattern envelope of limited scan antennas around the angles of interest are derived under the assumption that infinite deep fading occurs if no diversity technique is used.

N85-19285# Norwegian Defence Research Establishment, Kieller.

A COMPARISON BETWEEN PREDICTED AND MEASURED PROPAGATION LOSS IN THE VHF/UHF RANGE IN RUGGED TERRAIN

K. BESSERUDHAGEN, N. KLIPPENBERG, and M. NORLAND In AGARD Propagation Influences on Digital Transmission Systems 9 p (SEE N85-19269 10-32) Oct. 1984 refs Avail: NTIS HC A22/MF A01

Data from field measurements were compared with predictions based on the Longley-Rice model applied to individual path profiles. The field experiments were designed to reflect the communications deployment situation experienced by group forces. It is indicated that the value of accurate transmission loss calculations is doubtful, particularly in rugged terrain. Strong local variations introduce significant spread in the observed field strength at a given location. The median prediction error was 13 dB at 390 MHz and 20 dB at 34.5 MHz in a moderately rugged area. It is believed that reflections from objects in the horizontal plane are an important contributing factor in reducing prediction reliability at VHF and UHF. The possibility of modelling such phenomena is discussed in a context of factical applications.

N85-19286# Telettra Telefonia Elettronica e Radio S.p.A., Vimercate (Italy).

SOME PROPAGATION EXPERIMENTAL RESULTS ON PROTECTION TECHNIQUES FOR LINE-OF-SIGHT DIGITAL SYSTEMS

F. FABBRI In AGARD Propagation Influences on Digital Transmission Systems 17 p (SEE N85-19269 10-32) Oct. 1984 refs

Avail: NTIS HC A22/MF A01

The main causes of distortion produced by propagation on digital signals, the protection systems generally adopted to contrast such a distortion and some methods used for the calculation of the digital performance are examined. The most significant results obtained from field measurements, especially concerning the

efficiency of the protection systems are described. An overall layout of the current possibilities of high capacity digital transmission over radio links is given on the basis of theoretical and experimental results.

N85-19287# Centre National d'Etudes des Telecommunications, Lannion (France).

A SYSTEM FOR MEASURING THE CHARACTERISTICS OF THE IONOSPHERIC CHANNEL BY DIGITAL TRANSMISSIONS (SYSTEME DE MESURE DES CARACTERISTIQUES DU CANAL IONOSPHERIQUE)

Y. M. LEROUX, L. BERTEL, J. P. JOLIVET, P. LASSUDRIE-DUCHESNE, and H. ROUAULT In AGARD Propagation Influences on Digital Transmission Systems 17 p (SEE N85-19269 10-32) Oct. 1984 refs In FRENCH; ENGLISH summary

Avail: NTIS HC A22/MF A01

The increase of digital transmission rates in the decametric range, by adaptative modems was examined. The ionospheric channel is defined for its rapid fluctuations, and its slower time evolutions. The measuring system is designed to provide for two types of ionospheric medium studies. The first study estimates the main parameters of the channel transfer function, with an update process in the order of 10 milliseconds. With such a cyclic-rate analysis, constraints of data recording restrict the length of the observations. The system gives information about the channel time-variation characteristics over intervals of a few tens of seconds, and thus allows a survey of the average behavior of the channel in a quasi-continuous manner. The first results obtained during an experiment at vertical incidence to validate equipment and measurement technique are presented.

N85-19288# Centre National d'Etudes des Telecommunications, Issy-les-Moulineaux (France).

MEASUREMENTS OF PROPAGATION AT 900 MHZ IN AN URBAN ZONE FOR ESTABLISHING A DIGITAL RADIOMOBILE SYSTEM (MESURES DE PROPAGATION EN ZONE URBAINE A 900 MHZ POUR L'ETABLISSEMENT D'UN SYSTEME RADIOMOBILE NUMERIQUE)

C. HAVEL and A. MALOBERTI In AGARD Propagation Influences on Digital Transmission Systems 8 p (SEE N85-19269 10-32)
Oct. 1984 refs In FRENCH
Avail: NTIS HC A22/MF A01

An experiment was conducted to study UHF (900 MHz) propagation in Paris and its outskirts. Measurements of the pure carrier field can be used to engineer a cellular communication system with digital mobile units. Radio propagation with mobile units is analyzed; requirements and measurements are defined Results are compared with those obtained using a model proposed in the literature. The decrease of the field follows a D sup - alpha laws, with alpha 3.5. Good correlation can be established with an always, with alpha 3.5. Good correlation can be established with an always and a Rice law for rapid fading. Two applications of these measurements are examined.

N85-19289# GEC-Marconi Electronics Ltd., Chelmstord (England) Communications Research Lab.

MEASUREMENTS AND PREDICTIONS OF MULTIPATH DISPERSION FOR TROPOSCATTER LINKS

R. LARSEN In AGARD Propagation Influences on Digital Transmission Systems 9 p (SEE N85-19269 10-32) Oct. 1984 refs

Avail: NTIS HC A22/MF A01

Multipath dispersion measurements made on several 4.5 GHz paths in the United Kingdom are presented. Beamwidth and scatter angle dependence and several features of dispersion in angle and space diversity are discussed. These measurements and other from the literature are compared with predictions of dispersion. The predictions considerably underestimated the measured dispersion, but the inclusion of a beam broadening factor in the calculations gave a significant improvement in accuracy. Author

N85-19290# Kansas Univ. Center for Research, Inc., Lawrence. Telecommunications and Information Systems Lab.

DIGITAL SIMULATION OF COMMUNICATIONS CHANNELS: AN OVERVIEW

J. C. HOLTZMAN and K. S. SHANMUGAN In AGARD Propagation Influences on Digital Transmission Systems 8 p (SEE N85-19269 10-32) Oct. 1984 refs

Avail: NTIS HC A22/MF A01

Improved characterization of the propagation channel is required in the simulation of wideband communication systems. Some of the popular channel models that are currently in use are discussed, as well as their capabilities and limitations. One major shortcoming of these models is the way in which they are most often used to calculate transmission losses at a single frequency, neglecting the frequency and time dependency of the various propagation phenomena. A tapped delay line model with time varying tap gains is proposed as the generic simulation model for propagation channels. It is shown how this model can be used to analyze the effects of gaseous absorption and dispersive refraction of moist air at microwave frequencies.

N85-19291# Institute for Telecommunication Sciences, Boulder,

LOS MICROWAVE CHANNEL SIMULATION: A SURVEY OF MODELS, REALIZATIONS AND NEW CONCEPTS

J. A. HOFFMEYER and W. J. HARTMAN In AGARD Propagation Influences on Digital Transmission Systems: Probl. and Solu. 17 p. (SEE N85-19269 10-32) Oct. 1984 refs Avail: NTIS HC A22/MF A01 CSCL 20N

Channel simulation concepts and recent work in line of sight channel modeling and the hardware realization of these models in a channel simulator are reviewed. A new approach in which the channel simulator is realized at RF rather than at IF is discussed. The need for a standard performance measure for digital radios is discussed. Although bit-error rate (BER) is frequently used, this measure does not facilitate comparisons between tests conducted by different researchers because of differences in the ways that BER statistics are accumulated. The use of the synchronous error second and other performance measures are addressed.

N85-19292# National Aerospace Lab., Amsterdam (Netherlands).
SIMULATION OF THE PERFORMANCE OF ADAPTIVELY CONTROLLED NAVSTAR ANTENNAS IN BATTLEFIELD SCENARIOS

F. KLINKER and O. B. M. PIETERSEN In AGARD Propagation Influences on Digital Transmission Systems: Probl. and Solu. 11 p (SEE N85-19269 10-32) Oct. 1984 refs

Avail: NTIS HC A22/MF A01

As the tool for the determination of the requirements for threat suppression and the performance of adaptively controlled antennas in electronic warfare conditions, the ANABASIS computer program was developed. The signal propagation model and the weight vector calculation are discussed. Some examples of simulation results are presented. The Navitar Global Positioning System (GPS) is a navigation system developed by the US Department of Defense its main purpose is to provide highly accurate positioning and timing data to military users. Although the use of the spread spectrum technique in GPS provides for a reasonable protection against jamming or other interference signals, one can increase the immunity to a great extent by using adaptive antennas. If depends on the expected scenarios, including jammers, if any

N85-19293# York Univ. (England). An H.F. SIMULATOR FOR USE WITH REAL TIME CHANNEL EVALUATION SYSTEMS

J. DAWSON In AGARD Propagation Influences on Digital Transmission Systems: Probl. and Solu. 15 p (SEE N85-19269 10-32) Oct. 1984

Avail: NTIS HC A22/MF A01

suppression by antennas is necessary.

A high frequency (HF) simulator constructed at York University as an off-air test bed for an HF radio link using real time channel evaluation aided frequency selection is discussed. The simulator implements the basic channel model proposed by Watterson et al Watterson 69a with the addition of several novel features applicable to real time channel evaluation systems: rapid selection of channel

parameters from stored sets; a realistic and repeatable interference simulation; and time variable channel statistics. A brief resume of channel modelling and atmospheric noise is given.

R.J.F.

N85-19294# Centre National d'Études des Telecommunications, Lannion (France). Dept. MER/TSF

THEORETICAL STUDY OF A DYNAMIC SIMULATOR OF SELECTIVE FADING FOR DIGITAL, WIRELESS BEAM MICROWAVE LINKS !ETUDE THEORIQUE D'UN SIMULATEUR DYNAMIQUE D'EVANOUISSEMENTS SELECTIFS POUR FAISCEAUX HERTZIENS NUMERIQUES)

A. BOUIDENE and P. VANDAMME In AGARD Propagation Influences on Digital Transmission Systems: Probl. and Solu. 13 p (SEE N85-19269 10-32) Oct. 1984 refs In FRENCH, FNGI ISH summary

Avail: NTIS HC A22/MF A01

A channel simulator for iine-of-sight digital radio systems is presented. The basic principle is to reproduce channel transfer functions measured in the field during multipath propagation activity, by driving a complex linear transversal filter with precomputed data. The criterion used for calculating the values of the filter taps for each transfer function is the minimum mean square error criterion. It is shown that a thirteen-taps complex transversal filter with a period of 70 MHz in the frequency domain leads to accurate simulations of selective fading transfer functions in a 50 MHz bandwidth. Technological features are investigated. Effects of the accuracy in the delays implementation and of the tap-weight quantification are particularly analyzed.

N85-19295# Signatron, Inc., Lexington, Mass.
ADAPTIVE SIGNAL PROCESSING FOR RADIO
COMMUNICATIONS

P. MONSEN In AGARD Propagation Influences on Digital Transmission Systems: Probl. and Solu. 16 p (SEE N85-19269 10-32) Oct. 1984 refs Avail: NTIS HC A22/MF A01

A tutorial examination of adaptive processors for radio communication applications is presented. The general form of adaptive equalizers and Maximum Likelihood Sequence Estimators is discussed. The method of determining the performance of an adaptive equalizer in a fading channel environment is summarized. A simple example illustrates how implicit diversity is realized by channel adaptation. Methods of adaptation including Kalman filter techniques are presented along with performance results of practical fast adapting systems. The use of channel adaptation with error correction coding is also examined and practical results presented. These results show that most of the fading effect can be eliminated when there is no restriction on channel time delay. Multiple channel adaptive processors which eliminate correlated interference are also discussed. Performance results for a tropospheric scatter application are predicted and compared with laboratory measurements on a real system. Methods of fast adaptation of these multi-channel processors are discussed.

Author

N85-19296# Norwegian Defence Research Establishment.

FAST SYNCHRONIZATION MODEL FOR UHF SPREAD-SPECTRUM COMMUNICATION SYSTEM

R. SKAUG and H. OLAISEN In AGARD Propagation Influences on Digital Transmission Systems. Probl. and Solu. 8 p (SEE N85-19269 10-32) Oct. 1984 refs

Avail: NTIS HC A22/MF A01

Communication systems employing wideband digital techniques and special modulation methods are presently being developed to support the requirements for speed and volume as well as survivability and efficiency in tactical battlefield data distribution. The transport of information in a battlefield scenario presents considerable problems where both the laws of physics and enemy and own actions are limiting factors. Introduction of spread spectrum equipment able to withstand the electronic warfare threat has often been impracticable in tactical systems with push-to-talk signalling. One of the reasons has been synchronization difficulties. Rapid and effective synchronization of spread spectrum systems often requires matched filter processing in the receiver. The realization of such filters presents technological problems for high data speeds. Surface acoustic wave (SAW) technology has, however, been very promising in this connection A spread

spectrum modem utilizing state of the art SAW technology to process the communication signals is discussed. The system operating at UHF is optimized for push-to-talk operation with a synchronization time of 20 microsec and offers data speeds up to 100 kbit/sec. With a processing gain of approximately 30 dB, the radio modem is also able to resolve and reject multipaths on the order of 10 nsec. It is thus expected to avoid certain selective effects due to multipath which are usually encountered in narrowband communication systems.

B.W.

N85-19297# Selenia S.p.A., Rome (Italy).
A TECHNICAL SOLUTION TO FADINGS IN TACTICAL SATELLITE DIGITAL TRANSMISSIONS

G. LOSQUARDO and A. LORENZONI (Centro Consultivo Studi e Ricerche Dell'Aeronautica Militare) In AGARD Propagation Influences on Digital Transmission Systems: Probl. and Solu. 8 p (SEE N85-19269 10-32) Oct. 1984 refs
Avail: NTIS HC A22/MF A01

Tactical satellite communication systems may provide service to high performance aircrafts employing antennas with relatively wide beamwidths. Unfortunately, the fading and multipath phenomena could strongly influence the capability of point to point data transmission. In order to overcome the problem of the design of a coding/mo-demodulation structure, and to determine the actual link margin, an analysis and a simulation of a multipath channel has been performed. The performance gains that are achieved with the use of a suitably wide bandwidth modulation and with three different theoretical fading models are shown. The problem of the bandwidth spreading has been related to the aircraft height and to the geometry of the multipath model. A solution to the problem of multiplexing of several wideband signals, over a repeater bandwidth, proposed and the performances of a receiver, based on a FFT spectra analyzer, are illustrated. The simulation to the problem of multiplexing of several wideband signals, over a repeater bandwidth, was proposed and the performance of a receiver, based on a FFT spectra analyzer, are illustrated. The simulation results confirm that, the FFT based receiver allows the soft decision demodulation of one or several simultaneous channels, with performances that are very close to the ones given by the optimal receiver for orthogonal codewords; moreover, the FFT solves. elegantly, the problem of Doppler shifts even in presence of fadings and with the capability to track the satellite signal even for maneuvering aircraft.

N85-19298# Rome Air Development Center, Griffiss AFB, N.Y.
TIME AND SPACE DOMAIN FILTERING FOR IMPROVED HF
COMMUNICATION

R. N. SMITH and R. L. MOSES (Virginia Polytechnic Inst. and State Univ.) //n AGARD Propagation Influences on Digital Transmission Systems: Probl. and Solu. 15 p (SEE N85-19269 10-32) Oct. 1984 refs Avail: NTIS HC A22/MF A01

High speed data transfer has until recently been generally unattainable over HF channels because of the highly disturbed nature of the channel. The development of real-time signal processors has done much to mitigate effects of channel disturbances, making it possible to substantially increase throughput. Data rates as high as 9600 bits per second can be achieved by implementing signal processors as adaptive channel equalizers. This recent increase in data rates has rendered feasible HF spread spectrum communication systems. Spread spectrum systems are attractive in many applications because they are resistant to narrowband interference. However, channel equalizers necessary for high data rates are susceptible to narrowband interference. Spatial or temporal prefiltering has commonly been employed to prewhiten the received data, providing improved equalizer performance. The more popular one-dimensional techniques for temporal and spatial prewhitening of HF communication signals are reviewed. Also, combined space-time prewhitening techniques are proposed. Algorithms for designing and implementing these two-dimensional whitening filters are presented. Advantages and disadvantages of the two design strategies are discussed. Particular attention is focused on system performance, computational requirements, and cost. Computer simulated results for these signal processing algorithms are

N85-19299# Rome Air Development Center, Griffiss AFB, N.Y.
OVERVIEW OF RADC ADAPTIVE ANTENNA DEVELOPMENTS
FOR COMMUNICATIONS Abstract Only

J. A. GRANIERO, C. J. LUVERA, and J. R. PERIARD In AGARD Propagation Influences on Digital Transmission Systems: Probl. and Solu. 2 p (SEE N85-19269 10-32) Oct. 1984

Avail: NTIS HC A22/MF A01

Adaptive Antennas are a key technology in providing reliable communications in an interference environment. Key developments at the Rome Air Development Center (RADC) in areas of adaptive algorithms, experimental processors and test and evaluation are described. The developments are aimed at improving adaptive antenna performance such as: null depths over bandwidth and in high multipath, convergence speeds and processor size, weight and cost. A new test bed at RADC called the Flexible Adaptive Spatial Signal Processor (FASSP) is also described. The FASSP provides the capability of comparative evaluation of various adaptive algorithms in either or both of two modes: full digital beamforming/nullsteering or a hybrid mode with analog weighting and digital weight computation.

N85-19300# LMT Radioprofessionelle, Boulogne-Billancourt (France).

ASYNCHRONOUS TRANSMISSION WITH STRONG SPECTRAL SPREAD | TRANSMISSION ASYNCHRONE A FORT ETALEMENT DE SPECTRE |

M. SCHILLIGER and C. LELOUP In AGARD Propagation Influences on Digital Transmission Systems: Probl. and Solu. 14 p (SEE N85-19269 10-32) Oct. 1984 refs In FRENCH Avail: NTIS HC A22/MF A01

Resistance to signal detection and interception and resistance to interference and mixing are advantages of spread spectrum transmission in military communications. The construction of the emitter and receiver permitted testing an asynchronous radio link with a digitalization of speech by delta code, and also facilitated the obtaining of measurements. Spectrum spreading was achieved on a 80 MHz band by means of pseudo-random sequences coded in binary orthogonal keying using P.S.K. or M.S.K. modulation. Demodulation at reception was achieved in an asynchronous mode by a double piezoelectric surface acoustic wave convolutor operating at a frequency on the order of 400 MHz. Each convolutor was fed, partly by the signal received, and partly by a replica of the signal expected, at the same frequency, and with the same code inversed in time.

N85-19301# York Univ. (England). Dept. of Electronics.
A REVIEW OF TRANSMISSION AND CHANNEL EVALUATION
TECHNIQUES FOR DIGITAL COMMUNICATION SYSTEMS
M. DARNELL /n AGARD Propagation Influences on Digital
Transmission Systems: Probl. and Solu. 18 p (SEE N85-19269
10-32) Oct. 1984 refs
Avail: NTIS HC A22/MF A01

The advantages and disadvantages of digital modes of transmission are reviewed. A brief survey of the main propagation characteristics of the different types of radio systems is presented, with attention being drawn to the factors which influence the choice and performance of digital transmission techniques. The most widely used digital transmission techniques are then discussed and their applicability to various radio frequency bands considered. Finally, channel evaluation techniques yielding models of the propagation and interference environments are described and the manner in which they can be employed to enhance the reliability of digital communication systems is indicated.

N85-19302# Paris-Sud Univ., Cachan (France). Lab. d'Etude des Transmissions Ionospheriques.

A MODEM WITH PSEUDO-ORTHOGANAL CODES:
EXPERIMENTAL RESULTS [MODEM A CODES
PSEUDO-ORTHOGANAUX: RESULTATS EXPERIMENTAUX]
F. CHAVAND, D. DESAGE (Telecommunications Radioelectriques

F. CHAVAND, D. DESAGE (Telecommunications Radioelectriques et Telephoniques), C. GOUTELARD, and J. P. VANUFFELEN In AGARD Propagation Influences on Digital Transmission Systems: Probl. and Solu. 14 p (SEE N85-19269 10-32) Oct. 1984 refs In FRENCH

Avail: NTIS HC A22/MF A01

The decametric ionospheric channel is characterized by the existence of multiple paths which introduce selective fading and intersymbolic distortions. Modems with slow cadence can solve

the problem of intersymbolic interference, but are sensitive to selective fading. On the other hand, modems with rapid cadence are sensitive to intersymbolic interference, but have little sensitivity to selective fading. A modern using pseudo-orthogonal codes is presented which effects a series transmission while preserving good protection against intersymbolic distortions. characteristics of these codes, which constitute optimal codes, are reviewed and techniques used in the modern are described. A simulator was used to measure the characteristics of the modem under propagation and perfectly defined mixing conditions. Tests on a real link permitted comparison of the performance of a modern with pseudo-orthogonal codes with that of a noncoded modem the same output. The gain contributed by coding is Transl. by A.R.H. demonstrated.

N85-19303# Paris-Sud Univ., Cachan (France). Lab. d'Etude

des Transmissions lonospheriques.

ERROR CORRECTION CODING FOR A SELF-ADAPTIVE
MODEM: THEORETICAL AND EXPERIMENTAL RESULTS CODAGE CORRECTEUR D'ERREURS POUR MODEM AUTO DAPTATIF RESULTATS THEORIQUES ET EXPERIMENTAUX

CHAVAND, C. GOUTELARD, and S. HARARI Propagation Influences on Digital Transmission Systems: Probl. and Solu. 16 p (SEE N85-19269 10-32) Oct. 1984 refs In FRENCH; ENGLISH summary

Avail: NTIS HC A22/MF A01

An error correcting system designed for a 1200 bits/s self adaptive modern operating on the HF ionospheric channel is presented. Error statistics were analyzed by simulating a specific link whose characteristics had been measured previously by a HF backscatter probe. Some 30 millions of bits were processed which represent 27 different cases of propagation and scrambling. The coding system consists of a cascade of two codes: one corrects single error and small bursts (Reed Solomon codes); the other corrects long bursts of errors (Kasama code). The overall rate is 0.55. An error correcting simulation shows that least 10 -2 has been achieved. Limitations of these correction methods on such systems are discussed. The total error was reduced by a factor equal to or greater than 100 in all cases. Author

N85-19304# Siemens A.G., Munich (West Germany) A MICROPROCESSOR CONTROLLED PARALLEL MODEL WITH **FDPSK**

H. E. BUDING In AGARD Propagation Influences on Digital Transmission Systems: Probl. and Solu 13 p (SEE N85-19269 10-32) Oct. 1984 refs

Avail: NTIS HC A22/MF A01

Within the frequency band of a HF-channel (3 kHz) the phase distortion is time variable and of a considerable size. In this environment it is advantageous to use FDPSK (frequency differential phase shift keying) for transmission instead of TDPSK (time differential phase shift keying). In FDPSK the information is transmitted as the phase difference between two synchronized carriers of different frequency. When they only have a small frequency difference (60 Hz) both are exposed to the same phase distortion of the HF-channel. With an appropriate demodulation method this phase error therefore can be cancelled. Measurements were done over two different HF links (40 km and 1200 km). Wideband dipole antennas and a frame antenna were used. The power output of the HF radio equipment was switchable between 70 and 400 watts. The measured error rates were in the order of magnitude 10 to 100. With the inclusion of the forward error correction (FEC) these error rates could be improved to 100 to 10000 BG

Telecommunications Radioelectriques Telephoniques, Le Plessis-Robinson (France)

SERIAL DATA TRANSMISSION WITH LARGE OUTPUT ON THE HF CHANNEL [TRANSMISSION DE DONNES SERIE A GRAND DEBIT SUR CANAL HF

IN AGARD Propagation Influences on J. P. VANUFFELEN Digital Transmission Systems: Probl and Solu. N85-19269 10-32) Oct. 1984 refs. In FRENCH Avail: NTIS HC A22/MF A01

A modem is described that uses series transmission and a self-adaptive equalizer for correcting propagation distortions. The modern permits data transmission to a maximum output of 2400 b/s as well as in a continued mode with brief messages of one-second normal duration. Characteristics of the modem and the signal processing applied are discussed. Laboratory measurements of modem performance are compared with results of tests during simulated multipath propagation or with frequency shifting. Still other tests carried out on a 500 km link are discussed. Results were analyzed on a computer and are presented in the form of long- and short-term statistics.

N85-19306# Standard Elektrik Lorenz A.G., Stuttgart (West Germany)

FAST DATA AND VOICE TRANSMISSION FOR MOBILE SERVICES WITH HIGH IMMUNITY AGAINST MULTIPATH AND **CO-CHANNEL INTERFERENCE**

U. LANGEWELLPOTT In AGARD Propagation Influences on Digital Transmission Systems: Probl. and Solu. 6 p (SEE N85-19269 10-32) Oct. 1984 refs Avail: NTIS HC A22/MF A01

A scheme for high rate data and voice transmission over multipath channels was developed and evaluated during the design of a wideband cellular mobile telephone and data system operating at 900 MHz. The transmission bandwidth in the order of 5 MHz is a consequence of the time division multiple access (TDMA) architecture was selected for cost savings and advantages in system organization. In TDMA time is divided into a contiguous stream of short time slots and individual channels consist of different subsets of time slots. All time slots use the same frequency, so no synthesizer is required. In addition, there is no need for a diplexer at the mobile because the transmit and receive time slots can be separated in time. For the same reason the base stations only need one transmitter and one receiver tuned to the transmit and receive frequency respectively. So the complexity is favorably reduced. The highest potential for cost savings stems from digital transmission which, in conjunction with a forecast number of more than one million subscribers, fulfills the prerequisite to low production cost. System organization is facilitated by the TDMA approach because the mobiles only need to be active during the short transmit and receive times slots and can easily monitor all surrounding base stations and decide to initiate hand-off to the one offering the best propagation conditions

N85-19307# ANT Nachrichtentechnik, Backnang (West Germany).

NARROWBAND SPREAD SPECTRUM SYSTEMS

K. H. ANNECKE and M. OTTKA In AGARD Propagation Influences on Digital Transmission Systems: Probl. and Solu. 11 p (SEE N85-19269 10-32) Oct. 1984 refs Sponsored in part by Bundesministerium fuer Verteidigung Avail: NTIS HC A22/MF A01

The available military radio frequency bands are covered very densely by the already existing conventional systems and therefore the application of bandwidth widening procedures as antijam measures will be allowed only with small spreading factors within these RF-bands. The problems arising from the random code selection for spread spectrum systems with small spreading factors are discussed. The calculations show the dependence between certain statistical properties of classes of codewords and the number of codewords available in these classes. The bit error probabilities in case of jamming by white Gaussian noise, narrowband and CW-jammers are calculated in comparison with the error probability of the class of codewords with ideal correlation properties.

N85-19308# Standard Elektrik Lorenz A.G., Stuttgart (West Germany).

EFFECTIVE MILLIMETER WAVE TRANSMISSION UNDER SEVERE MULTIPATH CONDITIONS

U. SCHULZ and G. HOEFGEN In AGARD Propagation Influences on Digital Transmission Systems: Probl. and Solu. 7 p (SEE N85-19269 10-32) Oct. 1984 Avail: NTIS HC A22/MF A01

Radio transmission on millimeter waves substantially suffers from multipath propagation as long as obstacles cannot be avoided in the propagation path. A system concept to overcome the fading problem will be presented. A broadband RF-transmission by chirp modulation and a respective correlation technique in the receiver are used. The transmission principle and the basic equipment functions are described. In addition, the results of the theoretical investigations on the receiver signal processing are presented

N85-27128# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

THE IMPACT OF PROPOSED RADIO FREQUENCY RADIATION STANDARDS ON MILITARY OPERATIONS

Loughton, England Mar. 1985 171 p refs Lectures were held in Rome, 11-12 Apr. 1985, in Lisbon, 15-16 Apr. 1985, and in Paris, 18-19 Apr. 1985

(AGARD-LS-138; ISBN-92-835-1494-7; AD-A154473) Avail:

NTIS HC A08/MF A01

The development and application of devices that emit radiofrequency radiation (RFR) have significantly increased the quality of life throughout the world. Yet in recent years the beneficial aspects of the radiofrequency/microwave technology have been somewhat overshadowed by a public fear of potential biological effects. This fear, in turn, has incresed RFR research, lead to a much better understanding of the interactions of RFR fields and biological systems, and resulted in the promulgation of new RFR safety guidelines. Subject areas covered are: (1) the physical interactions of RFR fields with biological systems, (2) the biological effects of RFR exposures, (3) the procedures for measuring RFR fields in military operations, and (4) the development and operational impact of new RFR safety guidelines. For individual titles see N85-27129 through N85-27138.

N85-27129# Utah Univ., Salt Lake City. Dept. of Electrical Engineering

THE PHYSICAL INTERACTIONS OF RADIOFREQUENCY RADIATION FIELDS AND BIOLOGICAL SYSTEMS

C. H. DURNEY In AGARD The Impact of Proposed Radio Frequency Radiation Standards on Mil. Operations 19 p (SEE N85-27128 16-32) Mar. 1985 refs Avail: NTIS HC A08/MF A01

A biological system irradiated by radiofrequency radiation (RFR) responds to the internal RFR fields produced by that irradiation. The measurement and calculation of the internal fields is called dosimetry. The internal fields are often described in terms of the specific absorption rate (SAR) in watts/kilogram. SARs are usually determined experimentally by measuring temperature rise in the absorber (either by discrete probes or thermographic cameras) or by directly measuring the internal electric field. A combination of techniques, each valid for a particular model and in a particular frequency range, are used to calculate average whole body SARs for models of human beings and other animals over a wide frequency range for plane wave irradiation. Calculating SARs for near field irradiation is much more difficult than for plane wave irradiation; thus fewer near field SAR data are available. To calculate the spatial distribution of SARs is still more difficult (especially at higher frequencies); this problem in dosimetry is yet to be solved satisfactorily, although significant progress has recently been made in this area. Author

N85-27130# Washington Univ., Seattle. Bioelectromagnetics Research Lab

THERMAL CONSEQUENCES OF LOCALIZED SAR FROM RFR **EXPOSURES**

A. W. GUY In AGARD The Impact of Proposed Radio Frequency Radiation Standards on Mil. Operations 18 p (SEE N85-27128 16-32) Mar. 1985 refs

Avail: NTIS HC A08/MF A01

Local SAR levels from 50 to 170 W/kg are used for theraputic heating in clinical medicine. These levels cause tissue temperatures to rapidly increase and stimulate a rapid increase in blood flow. Localized high levels of SAR destroy tumors with minimal damage to healthy surrounding tissue due to the difference in blood cooling rates and thermal sensitivity of neoplastic as compared to normal tissues. SARs of 140 W/kg or greater produce cataracts in the eyes of rabbits that are exposed locally to 150 mW/sq cm cm 2450 MHz microwave radiation but similiar levels of exposure does not produce cataractogenic levels of SAR in primates. Experiments show that SAR levels of 72 W/kg or greater applied for 1.5 to 6 min to the brain of cats will produce temperature rise of 4.4 to 6.5 C resulting in pulse rate increases, hyperventilation, bradycardia. and intense tachypnea for 15 to 20 minutes after exposure. No pathological changes are noted in the cat due to these localized exposure levels. Localized exposure of living cat brain at SAR

levels of 2.5 to 5 W/kg produce measureable temperature rises and change sin latency of evoked potentials. A thermal response occurring at the lowest known level of applied energy is that of microwave pulse hearing. Author

N85-27131# Rochester Univ., N Y. Dept. of Medicine
THE BIOLOGICAL EFFECTS OF RADIOFRE RADIOFREQUENCY RADIATION

N. J. ROBERTS, JR. and S. M. MICHAELSON In AGARD The Impact of Proposed Radio Frequency Radiation Standards on Mil. Operations 26 p (SEE N83-27128 16-32) Mar. 1985 refs (Contract F33615-84-C-0608; DE-AC02-76EV-03490; NIH-N01-AL-15547; NIH-N01-ES-03239) Avail: NTIS HC A08/MF A01

Exposure of the general public and in particular certain occupational groups to radiofrequency radiation (RFR) is ubiquitous and of growing concern. No clear and widely accepted understanding of the biological effects and health implications of such RFR exposure has emerged. The data available, including reports of RFR effects on single cells or cell components, on genetic composition or development, on developed organs, tissues. or cell systems, and on integrative and regulatory biological systems are reviewed. Reports of RFR effects on the immunological system with consideration of the influence of neuroendocrine responses, are critically reviewed in greater detail to illustrate important points regarding data acquisition and assessment, and understanding and application of the RFR bioeffects literature in general. Factors affecting RFR bioeffects research are reviewed, and recommendations for future studies are provided.

N85-27132# School of Aerospace Medicine, Brooks AFB, Tex. THE CUMULATIVE EFFECTS OF LONG TERM EXPOSURE TO LOW LEVELS OF RADIOFREQUENCY RADIATION (RFR)

J. H. KRUPP In AGARD The Impact of Proposed Radio Frequency Radiation Standards on Mil. Operations 14 p (SEE N85-27128 16-32) Mar. 1985 refs Avail: NTIS HC A08/MF A01

One of the concerns for the effects of nonionizing radiofrequency radiation (RFR) is the accumulation of subtle injury over a long period of time, resulting in a delayed expression of deleterious effect. Of the more than 6,000 articles in the literature today, the vast majority involve acute exposures at levels where significant thermal energy is deposited. The resulting effects, in most cases, could be explained on the basis of the specific energy absorption, expressed as watts per kilogram (W/kg), with a generally accepted threshold for effects of 4 W/kg. The advocacy of nonthermal mechanisms by means of mathematical modeling. theoretical predictions, and in vitro studies, raised the possibility of subtle injury or alteration in function which, over time, would be expressed as a harmful bioeffect. Over a 4-year period of planning, pilot study, and definitive experiment, a lifetime exposure is given to a population of tst animals (100) whose state of health, growth, and cause of death are closely monitored. An equal number of sham expected animals served as a comparison population. After 25 months of exposure, and at the point where there is 90% mortality in both groups, the remaining subjects are sacrificed and assayed. The overall conclusion is that no cumulative ill effects could be attributed to the life long exposure at absorption rates of 0.4 W/kg or less.

N85-27133# Air Force Occupational and Environmental Health Lab., Brooks AFB, Tex

THE MEDICAL RESULTS OF HUMAN EXPOSURES TO RADIO FREQUENCY RADIATION

R. B. GRAHAM In AGARD The Impact of Proposed Radio Frequency Radiation Standards on Mil. Operations 8 p (SEE N85-27128 16-32) Mar. 1985 refs Avail: NTIS HC A08/MF A01

The United States Air Force conducted a clearly defined and effective radio frequency radiation (RFR) protection program since 1970. As an important part of the program, since 1972 the Air Force Medical Service investigated RFR exposure incidents involving more than 330 individuals; of which 58 are determined to have been actually overexposed with another 17 found to have been inconclusive. Medical evaluations of the exposes are extensive and the findings almost universally unremarkable. A short history of the program's evolution is presented and some examples of exposure incidents and some general impressions of the clinical evaluations of the confirmed exposees are also presented.

Author

N85-27134# Rochester Univ., N. Y. Dept. of Medicine.
REVIEW OF EPIDEMIOLOGICAL STUDIES OF HUMAN
EXPOSURES TO RADIOFREQUENCY RADIATION
N. J. ROBERTS, JR. and S. M. MICHAELSON In AGARD The
Impact of Proposed Radio Frequency Radiation Standards on Mil.
Operations 6 p (SEE N85-27128 16-32) Mar. 1985 refs
(Contract F33615-84-C-0608; DE-AC02-76EV-03490;
NIH-N01-AL-15547; NIH-N01-ES-03239)
Avail: NTIS HC A08/MF A01

The health effects of exposure to radiofrequency radiation (RFR) remain underfined and controversial. Epidemiological studies of human exposures to RFR are confounded by difficulties in determining the type and true extent of exposures, in selecting an appropriate control group for comparisons, in determining the existence and influence of many concomitant environmental factors, and in establishing the presence or measuring the frequency or severity of subjective complaints as well as objective findings in the studied populations. Reported RFR effects on general health, growth and development, physiological systems such as the cardiovascular and nervous systems, and organs such as the eye are reviewed. Criteria for reliable epidemiological studies are presented to allow critical analysis of such reports.

N85-27135# Bundesgesundheitsamt, Neuherberg (West Germany). Inst. for Radiation Hygiene. EVALUATION OF HUMAN EXPOSURES TO LOW FREQUENCY FIELDS

J. H. BERNHARDT In AGARD The Impact of Proposed Radio Frequency Radiation Standards on Mil. Operations 18 p (SEE N85-27128 16-32) Mar. 1985 refs
Avail: NTIS HC A08/MF A01

The biophysical model concept described might be suited as a basis of discussion to determine and define limits of exposure to electric or magnetic fields below 100 kHz, including 50/60 Hz. The electric field strength within the tissue in the environment of excitable neurons and muscle cells is considered decisive for the biological effect. Threshold values of field strength or current density, inducting biological effects are compiled from experimental and theoretical studies. On the basis of these data it is possible to establish safe, dangerous and hazardous current density curves as a function of frequency. The criterion for the definition of injury is the elicitation of ventricular fibrillation which must be avoided. To define exposure limits, the field strength or current density causing injury should be reduced by a factor exceeding 100. The arguments supporting this wide safety margin are discussed. The electric and magnetic field strength in the human environment is correlated with the corresponding electric current density induced in the human body. This enable safe, dangerous and hazardous levels of current density in the human body to be correlated with the external electric or magnetic field strength. Parts of the concept presented are adopted as the scientific basis for the lower frequency range of the standard DIN 57848/VDE 0848: Hazards by electromagnetic fields. Protection of persons in the frequency range from 10 kHz to 3.000 GHz. Author

N85-27136# Washington Univ., Seattle. Center for Bioengineering.

HAZARDS OF VLF ELECTROMAGNETIC FIELDS

A. W. GUY In AGARD The Impact of Proposed Radio Frequency Radiation Standards on Mil. Operations 20 p (SEE N85-27128 16-32) Mar 1985 refs

Avail: NTIS HC A08/MF A01

Biological hazards to humans exposed to Very Low Frequencies (VLF) electromagnetic fields may result from electric shock, spark discharge, elevation of tissue temperature and burns. A number of nonthermal nonshock effects, such as the neurasthenic syndrome are reported widely in the Soviet and East-European literature. Generally a subject exposed to even the highest electromagnetic fields in the environment will not experience an electric shock unless he comes in contact with the ground or objects such as vehicles, crane cables and guy wires. The steady state current from touching objects increases directly with the frequency. On the other hand, the physiological shock effects of the current are less pronounced with increasing frequency. However, at frequencies where the shock hazard is negligible,

deleterious heating of the body occurs for whole body average Specific Absorption Rates (SAR) greater than 4 W/kg and localized values of SAR greater than 80 W/kg so VLF exposure levels should be limited to prevent SAR from reaching one tenth of these levels. Free space exposures to fields of less than 1 kV/m electric field strength should be safe if proper precautions are taken to limit direct body contact with conducting objects.

Author

N85-27137# School of Aerospace Medicine, Brooks AFB, Tex.
DEVELOPMENT AND APPLICATION OF NEW
RADIOFREQUENCY RADIATION SAFETY STANDARDS

J. C. MITCHELL /n AGARD The Impact of Proposed Radio Frequency Radiation Standards on Mil. Operations 13 p (SEE N85-27128 16-32) Mar. 1985 refs
Avail: NTIS HC A08/MF A01

Radiofrequency radiation (RFR) is defined to cover the frequency range from 10 kHz to 300 GHz and includes microwaves. Absorption and distribution of RFR are strongly dependent on the size of the irradiated object and the frequency of the incident energy. It is common practice to report biological effects of RFR as a function of specific absorption rate (SAR) expressed as W/kg. The most widely held view is that the threshold for adverse effects lies above 4 W/kg. This value underlies the rationale for most standards that have emerged since 1982. Using a safety factor of 10, the American National Standards Institute developed RFR protection guides that limit all human whole body exposures to incident energy that results in an SAR no greater than 0.4 W/kg. This allows incident average power densities from 1 to 100 mW/cm2, depending on the frequency of the radiation. New safety guidelines are compared with many other RFR standards used throughout the world today including NATO STANAG 2345.

Author

N85-27138# Air Force Occupational and Environmental Health Lab., Brooks AFB, Tex.

RADIO FREQUENCY RADIATION (RFR) MEASUREMENTS IN OPERATIONAL SETTINGS

R. B. GRAHAM In AGARD The Impact of Proposed Radio Frequency Radiation Standards on Mil. Operations 10 p (SEE N85-27128 16-32) Mar. 1985 refs
Avail: NTIS HC A08/MF A01

A detailed discussion of the principles, procedures, and instrumentation required to carry out routine RFR measurements under field or operational conditions is presented. The information herein contained comes largely from several years of experience gathered by the USAF Occupational and Environmental Health Laboratory (USAF OEHL) and its predecessor the USAF Radiological Health Laboratory (USAF RHL). Over the last 12 years the USAF OEHL have evaluated and field tested a wide variety of RFR power density instrumentation designed, developed and manufactured by a number of firms and agencies. Each of these instruments has some outstanding characteristics and some equally poor features. Based on a number of years of experience only about 15% of the RFR emitters account for about 95% of the measurement problems. There are a number of classes of emitters that may be easily and promptly dismissed from consideration as a potential hazard to personnel.

N86-24903# Advisory Group for Aerospace Research and Development, Neutlly-Sur-Seine (France).

TECHNICAL EVALUATION REPORT ON THE ELECTROMAGNETICWAVE PROPAGATION PANEL SYMPOSIUM ON PROPAGATION EFFECTS ON MILITARY SYSTEMS IN THE HIGH LATITUDE REGION
R. D. HUNSUCKER Nov. 1985 15 p

R. D. HUNSUCKER Nov. 1985 15 p (AGARD-AR-218; ISBN-92-835-1514-7; AD-A166595) Avail NTIS HC A02/MF A01

Propagation effects on military systems in the high latitude region were examined. Topics discussed include: experimental studies of ionospheric irregularities and regular structure, results of ionospher c modification (HF heating) experiments, theoretical studies of ionospheric irregularity formation, global survey of ground conductivities, disturbance modeling studies, high latitude effects on HF radio communication, transionospheric communications, satellite synthetic aperture radar (SAR). MF radio broadcasting, spatially adaptive propagation, HF digital, Skywave HF sea state radar, and meteor burst communication.

E.A.K.

N86-27531# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). Electromagnetic Wave Propagation Panel.

PROPAGATION EFFECTS ON MILITARY SYSTEMS IN THE HIGH LATITUDE REGION

H. SOICHER, ed. (Army Communications-Electronics Command, Fort Monmouth, N.J.) Loughton, England Nov. 1985 577 p Proceedings of the 36th Symposium of the Electromagnetic Wave Propagation Panel, Fairbanks, Alaska, 3-7 Jun. 1985 (AGARD-CP-382; ISBN-92-835-0383-X; AD-A166585) Avail:

NTIS HC A25/MF A01

Various topics relative to propagation effects on military systems at high latitudes are discussed. lonospheric propagation, propagation aspects of high frequency communication, high altitude probes, scattering, measurement techniques, and meteor scatter radio communication are among the topics covered. For individual titles see N86-27532 through N86-27565.

N86-27532# Alaska Univ., Fairbanks. Geophysical Inst. SOLAR-TERRESTRIAL RELATIONSHIPS IN THE HIGH LATITUDE REGION

S. I. AKASOFU *In* AGARD Propagation Effects on Military Systems in the High Latitude Region 17 p (SEE N86-27531 18-32) Nov. 1985

Avail: NTIS HC A25/MF A01

It is shown how the magnetosphere responds to the three components (B sux x, B sub y, B sub z) of the interplanetary magnetic field (IMF) and to the power sigma of the solar wind magnetosphere dynamo. In particular, it is shown that the geometry of the auroral oval and the polar cap depends greatly on the magnitude and signs of the IMF three components. Geomagnetic storms result when the dynamo power sigma exceeds approx. 1 million Mwatts. Once such knowledge is available, it is possible to predict the geometry of the auroral oval and the intensity of a geomagnetic storm as a function of time, if one can predict time variations of the solar wind speed and the IMF three components. We demonstrate such a possibility by a computer model study, namely by the first generation numerical forecasting scheme.

Author

N86-27533# Norwegian Defence Research Establishment, Kjeller.

MEDIA EFFECTS ON SYSTEMS IN THE HIGH LATITUDE REGION

E. V. THRANE. In AGARD Propagation Effects on Military Systems in the High Latitude Region. 16 p (SEE N86-27531 18-32) Nov. 1985.

Avail: NTIS HC A25/MF A01

The effects of the transmission medium on radio systems in the high latitude regions are reviewed. First, some general properties of propagation media are discussed, followed by brief descriptions of the effects on radio waves of the Earth's surface, the troposphere and the ionosphere in high latitudes. General principles are illustrated by examples from observations and model calculations.

N86-27534# Physical Dynamics Northwest, Bellevue, Wash. RECENT HILAT RESULTS

E. J FREMOUW In AGARD Propagation Effects on Military Systems in the High Latitude Region 14 p (SEE N86-27531 18-32) Nov. 1985

Avail: NTIS HC A25/MF A01

The Defense Nuclear Agency (DNA) HiLat Satellite was launched on 27 June 1983 for the purpose of studying the development and dynamics of F-layer irregularities between the plasmapause and the pole. In a circular 800-km orbit at 82 inclination, it carries (1) a coherent radio beacon for measuring complex-signal scintillation and TEC. (2) a three-instrument thermal-plasma experiment consisting of a Langmuiare probe (debilitated on launch), a retarding-potential analyzer (RPA), and an ion drift meter; (3) an energetic-electron spectrometer operating between 20 ev and 20 kev. (4) a three-axis fluxgate magnetometer, and (5) an optical package consisting of a vacuum-ultraviolet (vuv) imaging spectrophometer (failed after collecting forty orbits of data) and two visible-wavelength telephotometers. All instruments other than the Langmuire probe and the vuv imager continue to operate reliably. To date, HiLat has returned the following three specific observations of note: first auroral image in full daylight, most intense

field-aligned current flowing into the ionsophere, and energy-dispersed electron precipitation impulses with about a one-second periodicity. These observations and on-going analyses of HiLat's bulk data base are summarized.

Author

N86-27535# Air Force Geophysics Lab., Hanscom AFB, Mass. lonosphereic Physics Div.

TOTAL ELECTRON CONTENT AND L-BAND AMPLITUDE AND PHASE SCINTILLATION MEASUREMENTS IN THE POLAR CAP IONOSPHERE

J. A. KLOBUCHAR, G. J. BISHOP, and P. H. DOHERTY (Emmanuel Coll., Boston, Mass.) In AGARD Propagation Effects on Military Systems in the High Latitude Region 8 p (SEE N86-27531 18-32) Nov. 1985

Avail: NTIS HC A25/MF A01

The first measurements of absolute Total Electron Content (TEC) and L-band amplitude and phase scintillation were made from Thule, Greenland, a polar cap station, in early 1984. These measurements were made using signals transmitted from the Global Positioning System (GPS) satellites. The variability of the TEC, especially during the afternoon to pre-midnight hours, is large, with increases in TEC above the background values of greater than 100 percent not uncommon. During one disturbed time quasi-periodic TEC enhancements having periods as short as ten minutes and amplitudes equal to the background TEC were observed for over two hours. The TEC during some of the disturbed periods in the dark Thule ionosphere exceeded mid-latitude daytime values. Amplitude scintillations were small, not exceeding 3 dB peak to peak during the entire observing period, but they were associated with the times of TEC enhancements, with some evidence for stronger scintillation occurring during the negative gradients of the TEC enhancements. Phase scintillations were highest during some of the times of enhanced TEC, and depend critically upon the phase detrend interval used.

N86-27536# Army Communications-Electronics Command, Fort Monmouth, N.J. Center for Communications Systems.

VARIABILITY OF TRANSIONOSPHERIC SIGNAL TIME DELAY AT HIGH LATITUDES NEAR SOLAR MINIMUM

H. SOICHER *In* AGARD Propagation Effects on Military Systems in the High Latitude Region 9 p (SEE N86-27531 18-32) Nov. 1985

Avail: NTIS HC A25/MF A01

Faraday observations were conducted at Anchorage, Alaska (61.04 degrees N, 149.75 degrees W) utilizing beacon transmissions from a geostationary satellite during the period just following the minimum phase of solar cycle 21. Average maximum monthly values of total electron content (TEC), which is proportional to transionospheric signal time delay, were below 15 x 10 to the 16th power el m-2, while individual daily maximum values never exceeded 20 x 10 to the 16th power m-2 Seasonal and day-to-day variabilities were observed. Unique representation of the data has permitted the study of day-to-day variability of TEC. For example, during all seasons the TEC structure appears uniform from day to day during the buildup and decay phase of the local ionosphere. During the maximum and minimum of the diurnal phase, the TEC structure variability is seasonally dependent. During periods of magnetic sudden commencements, which rarely occurred in the observations period, significant positive phase response of TEC did not materialize.

N86-27537# Boston Univ., Mass. Dept. of Astronomy. F LAYER IRREGULARITIES AT PLASMAPAUSE AND AURORAL LATITUDES

J. AARONS In AGARD Propagation Effects on Military Systems in the High Latitude Region 16 p (SEE N86-27531 18-32) Nov. 1985

Avail: NTIS HC A25/Nº A01

Distinctive effects of two irregularity regions, one at plasmapause latitudes and the second in the auroral region, were explored using primarily radio scintillation data. Using scintillation measurements at the times numbering seven to nine sensors within a relatively confined area, it is pussible to document the morphology of development of irregularities in the plasmapause and in the auroral region over a period of time, a technique difficult with only low altitude satellite scintillation observations. Two cases of irregularity storms one in the plasmapause and the second in the auroral oval are reported. During the stable auroral red arc of

32 COMMUNICATIONS

March 5 to 6, 1981, intense irregularities were centered at plasmapause latitudes but levels tapered off in the same longitude sector at auroral latitudes. Reported Synthetic Aperture Radar (SAR) measurements indicated no visible aurora until areas 4 L shells polewards. Low energy (approx. 8ev) electron precipitation has been reported within the region covered by the SAR arcs Higher temperatures have also been reported within the SAR arc perhaps indicating a need to invoke the temperature gradient drift instability as the source for the generation of irregularities. Scintillation of moderate level is not uncommon for the plasmapause region. In March 1981 approximately 60% of the nights had scintillation levels approx. 6 dB at 137 MHz lasting over one hour.

N86-27538# Air Force Wright Aeronautical Labs., Wright-Patterson AFB, Ohio. Avionics Lab. INFLUENCE OF IONOSPHERIC IRREGULARITY SHAPE AND VELOCITY ON THE DESIGN OF AIRBORNE SATELLITE

COMMUNICATIONS SYSTEMS In AGARD Propagation Effects on Military A. L. JOHNSON Systems in the High Latitude Region 10 p (SEE N86-27531 18-32) Nov. 1985 Avail: NTIS HC A25/MF A01

Extensive ground and airborne UHF ionospheric scintillation measurements were conducted in the polar region during the peak of the current solar cycle. Using three spaced antennas the speed and direction of the irregularity drift was obtained from cross-correlation plots. Measurements taken during 1980 at Thule, Greenland, Sonderstrom, Greenland, and Goosebay, Labrador showed velocities of up to s1000 meters per second. A diurnal pattern of rapid direction changes provided information on the two cell polar circulation of the irregularities from the noon sector of the auroral oval over the polar cap to the midnight section and back around the oval to the noon section. Airborne ionospheric scintillation fading measurements conducted near Goosebay were compared with simultaneous ground measurements to investigate the ionospheric irregularity shape. Polar ionospheric scintillation fading measurement indicates that special care is required in the design of airborne satellite communications systems intended for polar operation. Applicable coding techniques, interleaving length, modulation schemes, and message length to provide an airborne satellite communication system protection against polar ionospheric scintillation fading are discussed

N86-27539# SRI International Corp., Menlo Park, Calif PROPAGATION EFFECTS ON SATELLITE-BORNE SYNTHETIC APERTURE RADARS Abstract Only C. L. RINO and J. OWEN In AGARD Propagation Effects on

Military Systems in the High Latitutde Region 1 p (SEE N86-27531 18-32) Nov. 1985

Avail NTIS HC A25/MF A01

A numerical Synthetic Aperture Radar (SAR) simulator is discussed. The simulator can generate and process image segments with full or partial corrections for range walk and quadratic phase-error correction. The simulations also include the effects of coherent target speckle, which is important in assessing SAR image quality. Results show that moderate auroral-zone scintillation will degrade an image to about the same level as any undisturbed image processed with only partial range-walk compensation. Thus, propagation effects are undoubtedly present in many of the SEASAT-A high-latitude images, but the degradation is comparable to other distortions introduced in the processing itself. Phase error compensation is effective, but amplitude scintillation is also important for larger disturbances. Ramifications of SAR imaging are discussed

N86-27540# University Coll. of Wales, Aberystwyth HIGH-LATITUTDE SCINTILLATIONS USIN UŚING NNSS

L. KERSLEY In AGARD Propagation Effects on Military Systems in the High Latitude Region 7 p (SEE N86-27531 18-32) 1985

(Contract AF-AFOSR-0037-84) Avail: NTIS HC A25/MF A01

An experiment is described which has been established in Northern Sweden since September 1984 to monitor scintillations using transmissions from NNSS satellites. Designed for long-term nearly-unattended operation, with control and data handling based

around a PDP 11/23 minicomputer, the equipment records and processes data from more than 20 NNSS passes per day. Stored on magnetic tape for further study for each 20s segment of received signal after suitable detrending, are S4-indices for both frequencies. the r.m.s. differential phase fluctuations, the differential phase rotation (differential doppler), together with statistics of signal fading below selected thresholds and durations of individual fades. Determination of satellite position in nearly-real time from the transmitted ephemeris parameters enables estimates of effective ionospheric irregularity height to be made for high-elevation passes by means of the cross correlation of signals received on two separated antennas. A second mode of operation allows the raw data to be stored for subsequent analysis. This has been used successfully for coordinated special program experiments in conjunction with the EISCAT ionospheric radar facility in the study of the physical processes reponsible for the scintillation-producing irregularities

N86-27541# Mitre Corp., Bedford, Mass SHF/EHF RAY BENDING

D. L. ZIMMERMAN, G. F. PROVIDAKES, D. L. POST, and S. H. TALBOT (Rome Air Development Center, Griffiss AFB, NY.) In AGARD Propagation Effects on Military Systems in the High Latitude Region 6 p (SEE N86-27531 18-32) Nov. 1985 Sponsored in part by AF

Avail: NTIS HC A25/MF A01

Ray bending expected for narrow-beam satellite links in the atmosphere are discussed. Satellite communications terminals in the upper latitudes frequently operate at low elevation angles with high gain antennas. These antennas produce narrow beams that pass through the atmosphere at low terminal-to-satellite evaluation angles for communication with geostationary equatorial satellites The propagation paths experience ray bending caused by earth curvature and a decrease in atmospheric refractivity with altitude Unless these effects are properly accounted for acquisition and tracking problems can occur. Ray bending was found to vary from about 0.1 degrees for 10 degrees elevation angles to about 0.75 degrees for 0 degrees elevation angles under standard atmospheric conditions. Bending was found to be nearly independent of frequency in the SHF/EHF (20 GHz to 50 GHz) region. Warm high-humidity areas tended to produce more bending. Potential problem areas, including tracking and spatial acquisition, are discussed for satellite systems. The authors propose using elliptic reflectors and analytic prediction of ray bending to minimize adverse effects of ray bending

Ottawa N86-27542# Communications Research Centre. (Ontario) PROPAGATION MEASUREMENTS SATELLITE-EARTH PATHS IN THE CANADIAN HIGH ARCTIC I. LAM and J. I. STRICKLAND In AGARD Propagation Effects on Military Systems in the High Latitude Region 8 p (SEE N86-27531 18-32) Nov 1985 Avail NTIS HC A25/MF A01

Observations of the signal received from an EHF satellite beacon were made during June. August and December 1984 from a location in the Canadian arctic north of 80 deg N. The satellite follows an inclined orbit and as a result is visible for about eleven hours per day. During this period the elevation angle to the satellite varies between zero and approximately 21 degrees. The pointing of the receive antenna towards the satellite was achieved through computer-controlled tracking with a resolution better than 5% of the antenna beamwidth. Throughout the experimental period the changes in atmospheric conditions were mainly due to movement of air masses rather than diurnal variations in ground heating Also, even though fog from the nearly ocean occurred frequently. there were no significant amounts of precipitation during the experiment. The results of the experiment indicate that signal fading occurs almost entirely at elevation angles less than approximately 5 degrees. Variations in the median signal level are presented as a function of the elevation angle. Also included are cumulative distributions of received signal level computed for various elevation angles. In general, the experimental results correlate well with the atmospheric conditions. The fading was found to be less severe in the winter than either spring or summer. Author

N86-27543# GEC-Marconi Electronics Ltd., Chelmsford (England).

IONOSPHERIC MODELLING AND HF RADIO SYSTEMS AT HIGH LATITUDES

S. QUEGAN, J. D. MILSOM, and R. N. HERRING In AGARD Propagation Effects on Military Systems in the High Latitude Region 8 p (SEE N86-27531 18-32) Nov. 1985

Avail: NTIS HC A25/MF A01 Successful planning of HF radio systems to operate at high latitudes requires some means of predicting ionospheric morphology, both as regards ambient electron density and ionospheric irregularities causing backscatter. Because of the presence of several physical processes, and the sparsity of data, reliable statistical models are not easily constructed. However, increasing knowledge of the processes operating, and the availability of powerful computers, makes the construction of physically-based numerical models of ionospheric structure a viable proposition. Such a model at a fairly advanced stage of development is described. Examples of calculated electron densities are given. The ingredients and shortcomings of the model are be described, together with the steps to be taken to account for ionospheric irregularities, and to allow us to predict HF system performance using ray-tracing. Author

N86-27544# Rome Air Development Center, Hanscom AFB, Mass. Electromagnetic Sciences Div.

HIGH LATITUDE SPATIALLY ADAPTIVE PROPAGATION EXPERIMENT

G. S. SALES, R. J. CORMIER, R. A. GREENWALD (Johns Hopkins Univ., Laurel, Md.), and K. B. BAKER /n AGARD Propagation Effects on Military Systems in the High Latitude Region 7 p (SEE N86-27531 18-32) Nov. 1985
Avail: NTIS HC A25/MF A01

A special HF phased array was used to obtain high latitude HF propagation data. The antenna located at Goose Bay, Labrador, Canada, received HF transmission (8 to 20 MHz) from Thule, Greenland. The receiving antenna at Goose Bay consisted of two parallel linear arrays each with 16 horizontal log-periodic antennas. This system was used to measure both the azimuth and elevation angle of arrival of the propagated radio wave. Comparisons are made with model calculations and the received modes are analyzed to determine the presence of ionospheric tilts.

N86-27545# York Univ. (England). Dept. of Electronics.
TECHNIQUES FOR IMPROVING THE RELIABILITY OF MOBILE
HF COMMUNICATIONS OVER HIGH-ABSORPTION PATHS
M. DARNELL //n AGARD Propagation Effects on Military Systems
in the High Latitude Region 15 p (SEE N86-27531 18-32) Nov.

Avail: NTIS HC A25/MF A01

System design aspects of the mobile HF communications problem in high-latitude regions are discussed. An attempt is made to identify the various techniques available for enhanced reliability of reception under high-absorption conditions and to indicate how these can be coalesced into an improved HF system design. The basic problem associated with excess absorption is that received signal-to-noise ratios (SNR's) are lower than those which might be expected for say mid-latitude paths. Specific methods by which the value of the SNR required at the receiver can be reduced, either directly or effectively are discussed. Techniques discussed include: (1) the use of various forms of diversity processing, emphasising the value of path/geographical diversity combining; (2) relaying out of the disturbed region with a view to avoiding the perturbed ionosphere and operating the transmitting antenna system more efficiently at a high frequency; (3) the use of meteor-burst and ionospheric scatter communication to complement normal HF communication; (4) the use of modulation and coding schemes requiring a relatively low SNR at the receiver; and (5) system control procedures.

N86-27546# Alaska Univ., Fairbanks. Geophysical Inst. PROPAGATION CHARACTERISTICS OF MEDIUM FREQUENCY SKYWAVE SIGNALS FROM THE CONTINENTAL US AND CANADA RECEIVED AT FAIRBANKS, ALASKA

R. D. HUNSUCKER, B. S. DELANA, and J. C. H. WANG In AGARD Propagation Effects on Military Systems in the High Latitude Region 14 p (SEE N86-27531 18-32) Nov. 1985 Avail: NTIS HC A25/MF A01

Since September 1981, an F.C.C.-sponsored medium-frequency (MF) skywave monitoring program has been in continuous operation at the Geophysical Institute of the University of Alaska. The receiver frequency is automatically stepped through 16 channels every five minutes by the system programmer. Recordings are continuously made of ten or more standard broadcast stations on digital tape cassettes, which are then transferred on a weekly basis to form a data base on a VAX 11/780-785 computer. A noise source has also been provided for system calibration. Three antennas have been utilized during the program to date, a 32-meter top-loaded vertical with ground screen being the primary antenna. Measurements of the electrical characteristics and computer modeling of the antenna systems have been made, and selected results are presented, as well as daily, seasonal and sunspot variation effects on measured MF skywave signal strengths. The summer/winter and magnetic activity effects are profound on medium and long-distance paths to Fairbanks. Present plans are to continue this monitoring program until Fall 1987 at least half of a sunspot cycle. Author

N86-27547# Paris-Sud Univ., Cachan (France). Lab. d'Etude des Transmissions Ionospheriques.

OPTIMISATION DES SYSTEMS OF TRANSMISSION NUMERIQUE TRANSAURORAUX EN ONDES DECAMETRIQUES OPTIMIZATION OF H.F. DIGITAL RADIO SYSTEMS AT HIGH LATITUDES

C. GOUTELARD, J. CARATORI, and A. NEHME In AGARD Propagation Effects on Military Systems in the High Latitude Region 18 p (SEE N86-27531 18-32) Nov. 1985 In FRENCH; ENGLISH summary

Avail: NTIS HC A25/MF A01

High latitudes are inevitably encountered in telecommunications, especially in long distance transmissions. At high latitudes the following phenomena appear: auroral and polar absorptions, spread F, perturbations aligned with the magnetic field, sporadic E... which long distance transmission characteristics Researchers were able to establish a channel model from experimental observations of transmissions travelling through high latitudinal regions. The parameters of the model must include the perturbations found at high latitudes, the length of the transmission, and its position relative to the magnetic pole and the auroral zone. From these models, which point out the spectral modifications of the signal, the fading, the duration of coherence, researchers determined the classes of signals which can be needed for H.F. digital telecommunications with the aim of diverse techniques: serial or parallel transmissions, autoadaptative systems, coded transmission systems.

N86-27548# Forschungsinstitut der Deutschen Bundespost, Darmstadt (West Germany).

OBSERVATIONS WITH AN IONOSONDE IN NORTHERN GERMANY NEAR THE MID-LATITUDE TROUGH

T. DAMBOLDT In AGARD Propagation Effects on Military Systems in the High Latitude Region 5 p (SEE N86-27531 18-32) Nov. 1985

Avail: NTIS HC A25/MF A01

A new-vertical incidence ionosonde was installed more than two years ago near Hamburg, in order to improve HF propagation predictions and frequency management. HF propagation in the North-Sea and Baltic-Sea areas - close to the auroral zone, near the mid-latitude trough - is highly variable. This manifests itself also on the ionograms. Many of them show peculiarities normally not seen farther south. The day-to-day variation of measured ionospheric characteristics is compared with those obtained by the CCIR method (Report 340). In addition statistics of ionospherically disturbed days in the years 1983 and 1984 are given and compared with measurements of the variations of the geomagnetic field at the near-by observatory Wingst. Although the ionosonde is used mainly as a tool for up-to-date HF propagation predictions, the collected data can be of considerable

se also for the design of new HF radio systems in the area

NOS-27549# Rutherford High Energy Lab., Chilton (England), IONOSPHERIC FACTORS AFFECTING THE PERFORMANCE OF HF SKY-WAVE SEA-STATE RADARS AT HIGH LATTFUDES P. A. BRADLEY, A. J. GIBSON, J. C. SCHLOBOHM (SRI International Corp., Menio Park, Calif.), and D. E. WESTOVER In AGARD Propagation Effects on Military Systems in the High Latitude Region 14 p (SEE N68-27531 18-32) Nov. 1985
Avail: NTIS HC A25/MF A01

Avail: NTIS HC A25/MF A01

Sky-wave radars provide a means of ocean surveillance beyond line of sight and beyond the ranges achievable with a ground-wave radar. However, the ionosphere introduces a number of important propagation limitations. Firstly, it is necessary to provide illumination of the areas of interest, which may place restrictions on radar sitting and periods of operation. Then, backscattered signals must have sufficient amplitude to provide adequate discrimination above the naturally occurring and interference backgrounds. A radar measures time-of-flight and such information needs transforming to equivalent ground range in terms of the prevailing ionospheric path. Finally, ionospheric motions create Doppler shifts and spreads of the returned signals which prevent spectral resolution of Bragg scattered components. The high-latitude ionosphere is characterised by features which exhibit marked spatial and temporal variability. Specific problems are discussed and possible ways of alleviating some of these considered.

N84-27550# Paris VI Univ. (France).
SPECTRAL CHARACTERISTICS OF HIGH FREQUENCY WAVES
BACKSCATTERED BY SMALL SCALE F REGION EGULARITIES: EVIDENCE OF STRONG SUB-AURORAL ION FLOW

A. BOURDILLON OURDILLON In AGARD Propagation Effects on Military 18-32) Nov. 1985 NTIS HC A25/MF A01

The spectra of H.F. waves backscattered at night by small scale (10 to 20 m) sub-auroral F region irregularities often exhibit large Doppler shifts and widths in the local time sector 2000 to 2400. After local midnight the Doppler shifts and the widths of the spectra decrease rapidly. Examples of experimental data obtained with the two coherent backscatter radars of the EDIA experiment, showing the spectral characteristics just mentioned are given. From the Doppler shift measured at the two sites researchers deduced the perpendicular velocity of the irregularities, which can reach values as high as 2000 m/s. These observations are interpreted using results of theoretical models which predict strong sub-auroral ion flow in the trough region.

Author

Toulon Univ. (France). Lab. de Sondages Electromagnetiques de l'Environment.

SMALL-SCALE IRREGULARITIES IN THE HIGH-LATITUDE F

C. HANUISE, J. P. VILLAIN, C. BEGHIN (Centre National de la C. Innotate, J. P. Vit.Linn, C. Bedriin (Centre Naponal of Recherche Scientifique, Orleans, France), and G. CAUDAL (Centre National de la Recherche Scientifique, Saint-Maur-des-Fosses, France) In AGARD Propegation Effects on Military Systems in the High Latitude Region 12 p (SEE N86-27531 18-32) Nov. 1985

1985
Avail: NTIS HC A25/MF A01
Coordinated observations performed at high and very high latitudes in the European sector with the ISOPROBE experiment on board the AUREOL 3 satellite, the EISCAT incoherent scatter radar and the SAFARI HF coherent radar system are reported. The latitudinal profiles of electron density measured by the incoherent scatter radar are used to determine the influence of the propagation of the HF radio wave on the detectability of the density variations deduced from in-situ measurements. The physical processes leading to the formation of the fluctuations are studied at several wavelengths from in-situ and radar data. The phase velocity vector constructed from the radial velocities measured by two HF radiars are compared to the pleame drift measured with the EISCAT facility under various geophysical conditions. The two his reasons are compared to the passing orit measured with the EISCAT facility under various geophysical conditions. The excellent agreement between the estimates confirms, as predicted theoretically, that the F-region small-scale irregularities are drifting with the bulk plasms. Their motion can therefore can therefore be

used to derive the two-dimensional flow pattern of plas convection in the auroral and polar ionosphere.

686-27552# SRI International Corp., Menlo Park, Calif. Radio

ON THE RELATIONSHIP OF F-REGION STRUCTURE IN THE

ON THE RELATIONSHIP OF F-REGION STRUCTURE IN THE DAYSIDE AURORAL OVAL TO HE BACKSCATTER SIGNATURES ATTRIBUTED TO THE POLAR CUSP J. D. KELLY, R. T. TSUNODA, J. K. OLESEN (Danish Meteorological Inst., Copenhagen.), and P. STAUNING /n AGARD Propagation Effects on Military Systems in the High Latitude Region 10 p (SEE M66-27531 H3-32) Nov. 1985

Avail: NTIS HC A25/MF A01

loncoonde measurements in the vicinity of the dayside auroral oval are characterized by complex signal returns. These are thought to be associated with the structure of the electron density in the F-region attributed to processes associated with the polar cusp. The results of a comparison of simultaneous, incherent-scatter The results of a comparison of simultaneous, incherent-scatter radar measurements and ionosonde measurements of the dayside auroral-zone ionization are given. This experiment takes advantage of the unique geometry of the Sondrestrom radar operated by SRI International at Sondre Stromfjord, Greenland, and the ionosondes operated by the Darish Meteorological Institute at Godhavn and Sondre Stromfjord, Greenland. The radar was operated while the antenna scanned in the magnifier median. The localities of the ionospordes are in that magnifier Teridan. The locations of the ionosondes are in that meridian. The radar data greatly assist in the interpretation of the complex ionograms. The F-region structure in electron density is closely associated The F-region structure in electron density is closely associated with specific features in the plasma convection patterns. The F-region structure associated with the plasma convection reversal (polar-cap boundary) in the postnoon sector and its ionogram signature were studied. The ionograms are charact erized by oblique echoes when the convection reversal is either poleward or equatorward of the ionosonde. The radar data indicate that the gradient in the electron density enhancement is similar on the poleward and equatorward edges, and that the enhancement is extended along the convection reversal for many hours.

N96-27553# Johns Hopkins Univ., Laurel, Md. Applied Physics

OBSERVATIONS OF VERY HIGH LATITUTDE IONOSPHERIC IRREGULARITIES WITH THE GOOD BAY HF RADAR

R. A. GREENWALD and K. B. SAKER In AGARD Propaga Effects on Military Systems in the High Latitude Region 1 (SEE N86-27531 18-32) Nov. 1995 Avail: NTIS HC A25/MF A01 The Goose Bay HF radar is a sophisticated instrument cap

providing detailed information on very high latitude E and F region ionospheric electron density irregularities which act as a source of culter on OTH radar systems. Through the use of two parallel phased array antennas, this instrument is able to image the ocation of these irregularities within a three-dimensional volume covering much of northeastern Canada and Greenland. It is also capable much of northeastern Canada and Greenfand. It is also capable of following the temporal variability of these irregularities as well as determining unambiguously the Doppler shift and broadening of radar signals scattered by them. Initial results with a single phased array antenna which represent typical examples of the spatial intensity distribution of these irregularities at different local times are presented. Examples of Doppler spectra of the irregularities at different local times are given. Data of this type are of appreciable value in ascertaining the techniques that must be utilized to improve clutter mitigation on high latitude radar systems.

N96-27554# Utah State Univ., Logan. Center for Atmospheric and Space Sciences.

OBSERVATIONS OF THE MID-LATITUDE IONOSPHERIC TROUGH FROM ANTARCTICA

TROOGH PROMIT AN AINCH CARP.

F. T. BERKEY and M. J. JARVIS (British Antarctic Survey, Cambridge (England).) In AGARD Propagation Effects on Military Systems in the High Letitude Region 25 p. (SEE N86-27531 16-32). Nov. 1985 (Contract NSF DPP-81-00220; NSF DPP-83-06044)

Avail: NTIS HC A25/MF A01

Measurements of the ionosphere using two identical digitally controlled high frequency radar systems have been conducted in the Antarctic from the Hailey and Siple Stations. These stations are uniquely sited, both having essentially identical coordinates of

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geographic and geomagnetic latitude. Furthermore, due to the large offset of the geographic and magnetic poles in Antarctica, the difference in magnetic local time is less than half the separation in local solar time. The locations of the minimum and poleward edge of the trough have been found for magnetically quiet intervals and mapped into invariant latitude. Simultaneous measurements of the trough location from Siple and Halley have been compusing magnetic, local and universal time coordinates. using magnetic, local and universal time coordinates. For geomagnetically quiet conditions, this analysis suggests that the invariant latitude of the poleward edge has a Universal Time dependence prior to local midnight. The presence of the ionospheric trough introduces a further degree of complexity to the subauroral ionosphere which, in turn, complicates automatic reatment of the presence of digital ionograms. Several examples of a technique termed elevation angle filtering are presented and the effect of the presence of the ionospheric trough on this process is examined.

N86-27555# British Antarctic Survey, Cambridge (England).
THE YARIABILITY AND PREDICTABILITY OF THE MAIN
F-REGION TROUGH DETERMINED USING DIGITAL
IONOSPHERIC SOUNDER DATA
A. S. RODGER and J. R. DUDENEY In AGARD Propagation DIGITAL

F-REGION TROUGH DETERMINED USING DIGITAL IOMOSPHERIC SOUNDER DATA

A. S. RODGER and J. R. DUDENEY In AGARD Propagation Effects on Military Systems in the High Latitude Region 11 p (SEE N86-27531 18-32) Nov. 1995

Avaii: NTIS MC A25/MF A01

The main F-region (or mid-latitude) electron density trough occurs near lambda = 60 degrees and is associated with significant meridional gradients in electron concentration. Despite many satellite studies of the trough, the causes of the variability of its shape as a function of time, geomagnetic and solar activity is still poorly understood. This is illustrated by the large discrepancies between the various empirical formulae thit have been developed to estimate the trough latitude for specified geomagnetic conditions. These problems arise partly because satellite data cannot be used to differentiate adequately between spatial and temporal variations. In 1981, a new and powerful research tool for trough studies has become available. The observations from this equipment have significantly improved our understanding of several features of trough morphology and in particular the causes of some of the variability. The four aspects of this variability that are discussed here are the orientation of the poleward edge of the trough with respect to Halley; the variation of the maximum plasma frequency of the poleward edge; the signature of the Harang discontinuity in of the poleward edge; the signature of the Harang discontinuity in the poleward edge and the latitudinal movement of the poleward the poleward edge and the latitudinal movement of the poleward edge as a function of time and geomagnetic activity. A framework is described for incorporating these aspects of trough morphology into a realistic model for predicting the location and maximum plasma density of the poleward edge as a function of time and the prevailing geomagnetic conditions. Author

M86-27556# Alaska Univ., Fairbanks. Geophysical Inst.
PROGRESS IN INCOELLING THE POLAR IONOSPHERE FROM
SOLAR AND MAGNETOSPHERE PARAMETERS
B. J. WATKINS, S. I. AKASOFU, and C. D. FRY In AGARD
Propagation Effects on Military Systems in the High Latitude Region
5 p (SEE N66-27531 18-32) Nov. 1965
Avail: NTIS HC A25/MF A01
Solar and magnetizations

Avail: NTIS HC A25/MF A01 to a three dimensional ionospheric parameters have been used as inputs to a three dimensional ionospheric model covering the polar cap and auroral zone latitudes for heights 120 to 500 km. The development of this model is reported. Using solar and magnetosphere parameters, the solar radiation and convective electric field structure are defined. Solutions to the momentum and continuity equations for ionization densities are obtained vertically along magnetic field lines as they move under the influence of convective electric fields. The critical measurements that are needed to use such a model to predict ionospheric conditions at polar regions are discussed.

Nec-27557# Lancaster Univ. (England). Dept. of Environmental STATISTICS OF AURORAL RADIO ABSORPTION IN RELATION

STATISTICS OF AURONAL RADIO ASSOCIATION IN RELATION TO PREDICTION MODELS

J. K. HARGREAVES, M. T. FEENEY, and C. J. BURNS In AGARD Propagation Effects on Military System in the High Latitude Region 10 p (SEE N86-27531 18-32) Nov. 1995 Sponsored in part by Royal Aircraft Establishment, Famborough, England,

in part by Royal Aircraft Establishment, Farnborough, England, and by the Science and Engineering Research Council Avail: NTIS HC A25/MF A01

The prediction of HF propagation conditions at high latitude requires a knowledge of the statistics of radio absorption in the auroral ionosphere, a highly variable phenomenon depending on local time, magnetic latitude, season and solar activity. Data from iometer stations may be compiled to provide statistics on the auroral radio absorption. Questions regarding the probability distribution and variations with latitude, solar and geomagnetic activity, and longitude are considered. Difficulties concerning the activity, and longitude are considered. Difficulties concernium smallest absorption values are pointed out.

N96-27558*# Massachusetts Inst. of Tech., Cambridge. Dept. OF Electrical Engineering and Computer Scien
FORMATION AND DETECTION OF HIGH LATITUDE
IONOSPHERIC IRREGULARITIES

IONOGEPHERIC INVESTIGATION AND A C. LEE, J. BUCHAU (Air Force Geophysics Lab., Hanscom AFB, Mass.), H. C. CARLSON, JR., J. A. KLOBUCHAR, and E. J. WEBER In AGARD Propagation Effects on Military Systems in the High Latitude Region 14 p (SEE N86-27531 18-32) Nov.

(Contract NAG5-270; F19628-83-K-0024) Avail: NTIS HC A25/MF A01

Measurements of Total Electron Content (TEC) and airclow Measurements of Total Electron Content (TEC) and airglow variations show that large scale plasma patches appearing in the high-latitude ionsophere have irregular structures evidenced by the satellite phase and amplitude scintillations. Whistler waves, intense quasi-DC electric field, and atmospheric gravity waves can become potential sources of various plamsa instabilities. The role of thermal effects in generating ionospheric irregularities by these sources is discussed. Meter-scale irregularities in the ionospheric E and F regions can be excited parametrically with lower hybrid waves by intense whistler waves. Ohmic dissipation of Pedersen current in the electron gas is able to create ionospheric F region irregularities the electron gas is able to create ionospheric F region irregularities in plasma blobs or plasma patches (i.e., high ambient plasma density environment) with broad scale lengths ranging from tens of meters to a few kilometers. Through the neutral-charged particle collisions, gravity waves can excite large-scale (less than tens of kilometers) ionospheric irregularities simultaneously with forced ion acoustic modes in the E region. The large-scale ionospheric density fluctuations produced in the E region can extend subsequently alogn the earth's magnetic field to the F region and the topside ionospheric regions. These mechanisms characterized by various thermal effects can contribute additively with other processes the formation of ionospheric irregularities in the high latitude the formation of ionospheric irregularities in the high latitude

NS6-27559# Max-Planck-Inst, fuer Aeronomie, Katlenburg-Lindau

(West Gernany). DIRECT, IN-SITU MEASUREMENTS OF IRREGULARITIES IN THE MESOSPHERE (85 - 50 KM) AT 69 DEG N (ANDENES, ORWAY)

H. U. WIDDEL. In AGARD Propagation Effects on M in the High Latitude Region 10 p (SEE N86-27531 18-32)

Avail: NTIS HC A25/MF A01

One of the problems of the physics of the mesosphere which is apparently not yet completely solved is which hydrodynamic mechanisms can cause transient vertical and horizontal gradients mechanisms can cause transient vertical and horizontal gradients of electron density and neutral air density. Such gradients give rise to scattered signals of radio waves at different frequencies. Well-known are the 'partial echoes' observed on short wave frequencies below about 100 km down to about 60 km. They seem to occur at certain 'preferred' heights which seem to change with season and latitude. Because the distribution of ionization at such low altitudes, once produced, is primarily controlled by the neutral atmosphere. Investigations of the dynamics of the neutral atmosphere advance of knowledge, it was shown that small foll clouds, together with proper schnicuse of observation can be foli clouds, together with proper techniques of observation can be

used to study in detail a number of dynamic effects in the neutral atmosphere with high spatial resolution. This high spatial resolution revealed that some atmospheric structures seem to be very local. Further, the radar range gate echo records showed that the radar tracking data do not always tell the full story. To obtain a better picture, more than one chaff target, separated in space, should be tracked simultaneously. This calls for a 3D-multiacquis multitarget radar for tracking.

N86-27560# Rome Air Development Center, Hanscom AFB,

MASS.
CONDUCTIVITY PROFILES OF THE DISTURBED POLAR IONOSPHERE FROM VLF REFLECTION DATA
P. A. KOSSEY, J. E. RASMUSSEN, E. C. FIELD (Pacifica-Sierra Research Corp., Los Angeles, Calif.), and C. R. WARBER In AGARD Propagation Effects on Military Systems in the High

Latitude Region 11 p (SEE N98-27531 18-32) Nov. 1985 Avail: NTIS HC A25/MF A01

Two independent techniques are used to determine conductivity profiles of the lower polar ionosphere during a strong solar proton event (SPE). The first method inverts reflection coefficients measured with a groundbased VLF sounder, the second uses proton fluxes measured on board satellites to calculate ion-pair production rates, which, in turn, are input to lumped-parameter de-ionization equations. Conductivities determined by the two methods exceed ambien to two or more orders of magnitude, but disagree by up to an order of magnitude at altitudes between fifty and sixty kilometers. Full-wave calculations are used to predict the effect of the SPE-disturbed profiles on long rance VLF Two independent techniques are used to determine conductivity the effect of the SPE-disturbed profiles on long range VLF propagation in the earth-ionosphere waveguide. The SPE is found to suppress the geomagnetically converted transverse electric field radiated by a groundbased vertical electric dipole.

N86-27561# Bonn Univ. (West Germany). Radioastronomical

A STUDY OF ULF PROPAGATION AT HIGH SOUTHERN

A STUDY OF ULF PHUPAGATION AT THE CONTROL LATITUDES USING SFERICS
H. VOLLAND, M. SCHMOLDERS, G. PROELSS, and H. KROENINGER (National Electrical Engineering Research Inst., Pretoria (South Africa).) In AGARD Propagation Effects on Military Systems in the High Latitude Region 10 p (SEE N86-27531

18-32) Nov. 1985 Avail: NTIS HC A25/MF A01

Sterics are electromagnetic pulses generated by lightning events. Their maximum spectrum energy is in the frequency range below 15 kHz. These powerful natural VLF transmitters can be used to determine the propagation characteristics of the atmospheric wave guide between earth and ionospheric D layer along virtually every propagation path. A VLF-sferics-analyzer was operating at the German anterctic Von Neumayer station from January to July 1983. This analyzer records sferics from distant January to July 1993. This analyzer records sterics from distant lightning events in the frequency range between 5 and 9 kHz. The method of measurement is described. The data of June 1983 are evaluated, and the distances of the sources are determined by a comparison with reinfall records during the same month and, in addition, with sferics recordings from a station in Pretoria, South in addition, with sterics recordings from a station in Pretoria, South Africa. The data evaluation of the propagation conditions is compared with theoretical calculations. The main result is that the virtual reflection height of the lonospheric D layer is between about 78 km at noon and about 84 km during midnight in reasonable agreement with the theory. The difference between west-to-east and east-to-west propagation is smaller than the theory predicts indicating that the lonospheric D layer at high souther latitudes behaves more isotropic with respect to VLF propagation than at high-latitudes.

N88-27582# Pacifica-Sierra Research Corp., Los Angeles, Calif.
EFFECTS OF THE IONOSPHERE ON ELF SIGNALS DURING
POLAR CAP ABSORPTION EVENTS: COMPARISON OF
THEORY AND EXPERIMENTS

Research, Arlington, Va.) In AGARD Propagation Effects on Milliary Systems in the High Latitude Region 10 p (SEE N86-27531 18-32) Nov. 1985

Avail: NTIS HC A25/MF A01

In order to calculate extremely low frequency (ELF) propagation when the earth-ionosphere waveguide is not stratified, a hybrid method is developed that uses full-wave theory to determine local

eters of the TEM mode, but uses ray theory to describe the parameters of the Term Induct, out uses any times, to assume the Term Induction of the Term Induction of the Term Induction of the Term Induction one based on the weak 23 November 1982 event. Calculations predict diminished fields near November 1902 event. Casculations predict orininished texts hear the Gulf of Alaska, where a submarine-borne receiver measured an unusually severe signal reduction. That behavior is caused by lateral refraction, which bends the signal away from the polar cap boundary and into the central cap where, during an SPE, the phase velocity of the TEM mode is slowest. The theory also predicts an enhanced field just inside the polar cap boundary, but no data are available to test that result are available to test that result.

N96-27563# Norwegian Telecommunications Administration, WORLD ATLAS OF GROUND CONDUCTIVITIES WI PARTICULAR EMPHASIS ON THE HIGH LATITUDE REGION

K. N. STOKKE In AGARD Propagation Effects on Military Sin the High Latitude Region 12 p (SEE N86-27531 18-32)

Avail: NTIS HC A25/MF A01

Methods of predicting the phase and amplitude of ground waves are discussed. An important feature concerning transmission of ground waves is the ground conductivity. Information about the ground conductivity has been, and is, important for the planning work in the International Telecommunication Union (ITU). Therefore work in the international Telecommunication Union (ITU). Therefore very early in the work of IWP 5/1 the necessity of a ground conductivity atlas was recognized, and in 1978 the IWP 5/1 was formally given the task to produce a world atlas (CCIR Decision 3). Information about the ground conductivity has been received from about 50 countries, but there are some problems concerning the way in which the informations are presented. Howeve measuring campaigns will give better data and will also give better informations from other areas. The first edition of the Atlas is planned before the CCIR Final Studygroup Meetings September

N86-27564# Royal Aircraft Establishment, Farnborough (England).
METEOR SCATTER RADIO COMMUNICATION AT HIGH

P. S. CANNON, A. H. DICKSON, and M. H. ARMSTRONG In AGARD Propagation Effects on Military Systems in the High Latitude Region 18 p (SEE N86-27531 18-32) Nov. 1985 Avail: NTIS HC A25/MF A01

A brief historical and physical description of the meteor burst communications (MBC) technique is given together with a discussion of the advantages of very high frequency MBC, with respect to conventional high frequency communication, when used at high latitudes. A recently deployed high latitude MBC propagation experiment, between Bodo in Norway and Wick in Scotland (UK) is described and some of the early data gathered at frequencies close to 40 MHz and 70 MHz is presented. A theoretical description of the effects of Polarisation Rotation in a linearly polarised MBC system is developed and it is shown that at 40 MHz Polarisation Rotation, due to excess D-region ionization may cause the system performance to differ from its ambient level. Corroborative experimental results, over a temperature latitude path, are presented. Based upon the early high latitude experimental results and on the theoretical calculations, it is suggested that frequencies close to 40 MHz, in common use in atemperate latitude linearly polarised MBC systems, are too low for high latitude operation.

N86-27565# Danish Research Center for Applied Electronics,

RACTERISTICS OF HIGH LATITUDE METEOR SCATTER PROPAGATION PARAMETERS OVER THE 45 - 104 MHZ

J. C. OSTERGAARD, J. E. RASMUSSEN, M. J. SOWA, J. M. QUINN, and P. A. KOSSEY In AGARD Propagation Effects on Military Systems in the High Latitude Region 15 p (SEE N86-27531 18-32) Nov. 1985 NTIS HC A25/MF A01

Data be ig acquired on a high latitude test-bed, to assess the ormance of meteor scatter propagation over the 45 to 104 t band, are described. Emphasis is on data obtained over a performance of meteor scatte 1200 km path in northern Greenland, which includes initial estimates of the availability of usable meteor trails, the potential performance of meteor scatter systems, and the application of adaptive data rates to improve system performance. The use of the data to validate and expand propagation prediction techniques for the polar region is also discussed.

33

ELECTRONICS AND ELECTRICAL ENGINEERING

Includes test equipment and maintainability; components, e.g., tunnel diodes and transistors; microminiaturization; and integrated

N86-28337# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). Avionics Panel. THE IMPACT OF VERY HIGH PERFORMANCE INTEGRATED CIRCUITS ON RADAR, GUIDANCE AND AVIONICS SYSTEMS Loughton, England Aug. 1985 398 p in ENGLISH and FRENCH Symposium held in Lisbon, Portugal, 20-25 May 1985 (AGARD-CP-380; ISBN-92-835-0379-1; AD-A163151) Avail: NTIS HC A17/ME A01. NTIS HC A17/MF A01

NTIS HC A17/MF A01

Advances with silicon integrated circuit technology have demonstrated the feasibility of very large scale integration with gate densities of 10 to the 5th power/sq cm and with functional throughput rates in excess of 10 to the 12th power gate Hz/sq cm. These advances offer the prospect of compact, low power consumption, high throughput processors in a wide variety of roles throughout military electronic systems. This symposium simed to involve integrated circuit experts who reviewed thitheir current and projected capabilities, circuit and subsystems designers who are exploiting the technology in implementing sophisted processing and data manipulation techniques and who reported on their progress, and system designers who described applications progress, and system designers who described applications addressed by the advancing technology. For individual titles see N86-28338 through N86-28374.

N88-2838# Neval Research Lab., Washington, D. C.
VHSIC TODAY AND TOMORROW
D. O. PATTERSON and E. D. MAYNARD, JR. (Office of the Under
Secretary of Defense for Research and Engineering, Washington,
D. C.) In AGARD The Impact of Very High Performance Integrated
Circuits on Radar, Guidance and Avionics Systems 4 p (SEE
N88-28337 19-33) Aug. 1985
Avail: NTIS HC A17/MF A01

Avail: NTIS HC Á17/MF A01
The origin and objectives of the U.S. Department of Defense Very High Speed Integrated Circuits (VHSIC) Program are discussed. This document describes the several phases of the program schedule and give the status of each. The phase 1 contractors, their approaches, and highlights of the Phase 1 chip sets are given. Supporting programs ranging from design and fabrication to implementation are presented. The contractors of the Phases 2 submicron technology effort are listed with their projected results. Finally the technology insertion effort is discussed, listing some systems being implemented and the payoff the VHSIC program. of the VHSIC program.

N66-28339# Department of Trade and Industry, London pland). Alvey Directorate.

W. FAWCETT In AGARD The Impact of Very High Performance Integrated Circuits on Reder, Guidance and Avionics Systems 6 p (SEE N86-28337 19-33) Aug. 1985

hit: NTIS HC A17/MF A01

Very high performance silicon integrated circuits (VHPIC) will very man performance secon integrated circuits (VHIPIC) will be vital to future defense systems. In the UK, the required sechnology is being developed in the Alvey program and will be exploited in a Ministry of Defense VHIPIC application demonstrator program. The organization and objectives of these programs are described in this paper.

N86-28340# Ferranti Electronics Ltd., Oldham (England).
BIPOLAR VLSI TECHNOLOGY
D. L. GRUNDY /n AGARD The Impact of Very High Performance Integrated Circuits on Radar, Guidance and Avionics Systems 14 p (SEE N86-28337 19-33) Aug. 1985
Augit NTIC HC A17/LE A01 NTIS HC A17/MF A01

The fundamental aspects of speed, power dissipation, linear capability, nuclear radiation tolerance and manufacturability are discussed for bipolar VLSI technology. Ultimate speed limits for VLSI technology are considered. It is suggested that bipolar vLSI recrinionally are considered. It is suggested that oppose technology may ultimately prove to offer the lowest power dissipation for a given speed. Of increasing interest to users of VLSI chips is linear capability and the fundamental factors influencing linear performance. The performance of bipolar technology in the nuclear environment is discussed. MOST and bipolar technologies are compared. Finally, the practical ultimate limits of complexity for VLSI chips are discussed and the problems associated with achieving acceptable manufacturing yields are

TRW Electronics and Defense Sector, Redondo N85-23341# IHW Electronics and Defense Sector, Hedondo Beach, Calif. Microelectronics Center.
THE FUTURE OF BIPOLAR TECHNOLOGY FOR AVIONICS
B. DUNBRIDGE In AGARD The Impact of Very High Performance

Integrated Circuits on Radar, Guidance and Avionics Systems 10 p (SEE N86-28337 19-33) Aug. 1985 Avail: NTIS HC A17/MF A01

In the past 25 years, silicon integrated circuit (IC) device technology has been heavily utilized in military and avionics systems due to primary advantages in availability, versatility, environmental ruggedness/reliability, and speed/frequency performance. Silicon n-channel metal oxide semiconductor (NMOS) technology has also developed and has been dominant for commercial applications due to its previous advantages of cost and density applications due to its previous advantages or cost and density in modest environments, especially for standard memory and microprocessor functions. Complementary metal oxide semiconductor (CMOS) LSI/VLSI has more recently rapidly emerged as the dominant MOS device technology of the the future. emerged as the dominant wco device technology of the the tuture.

The long held speed performance advantage of silicon bipotar ICS is also being challenged by the superior switching speed of GaAs field-effect transistor (FET) ICs. The question arises as to the future competitiveness and role of silicon bipotar. The question is further examined in this paper, especially for future avionics systems applications having heavy realtime digital signal processing requirements.

N86-28342# Ruhr Univ., Bochum (West Germany). Inst. fuer

MONOLITHIC SILICON BIPOLAR CIRCUITS FOR GIGABIT APPLICATIONS

U. LANGMANN In AGARD The Impact of Very High Performance Integrated Circuits on Radar, Guidence and Avionics Systems 4 p (SEE N86-28337 19-33) Aug. 1985 Avail: NTIS HC A17/MF A01

This contribution presents examples of Si gloabit circuits for Inis commonon presents examples of 51 gigabit circuits for application in wide-band communication systems. Circuits recently implemented in a relatively conventional Si bipolar technology are reported and guidelines for the design of high-speed bipolar ICs are given. Performance data are compared to those of bipolar ICs using self-aligned process technologies.

Author

N96-28343# Hughes Aircraft Co., El Segundo, Calif. Technology Dept.
HIGH LEVERAGE GAAS INTEGRATED CIRCUITS FOR
MILITARY SYSTEMS

ACCORD To Impact of Very High Performance

J. T. MENDEL In AGARD The Impact of Very High Performance Integrated Circuits on Rader, Guidance and Avionics Systems 15 p (SEE N86-28337 19-33) Aug. 1985 all: NTIS HC A17/MF A01

Avail: NTIS HC A17/MF A01 pers a substantial amount of funding has been devoted to the research and development of GaAs devices and circuits primarily by the space and military sectors of the U.S. Government. The remarkable characteristics of this compound semicinductor in terms of speed, radiation hardness, and the potential for low power consumption has caused many investigators to regard GaAS as a successor to ellicon in high performance circuits for military applications. In spite of this promise there exists today very little usage of GaAs in military systems

with the exception of discrete microwave FETs and IMPATT diodes. Fundamental problems of material growth and processing technologies have created formidable barriers to the rapid exploitation of the III-V compounds except at levels of small scale integration. However, for very demanding military applications GaAs still remains the basic hope for the future. Particularly in the area of preprocessing for radar and EW systems the speed requirements are well beyond the capabilities of silicon. The unique capabilities of GaAs devices are discussed and their continued use in military applications is highlighted.

N96-28344# Sandia National Labs., Albuquerque, N. Mex. A COMPARISON OF THE RADIATION HARDNESS OF VARIOUS VLSI TECHNOLOGIES FOR DEFENSE APPLICATIONS

C. F. GIBBON In AGARD The Impact of Very High Performance Integrated Circuits on Radar, Guidance and Avionics Systems 8 p (SEE N86-28337 19-33) Aug. 1985 Previously announced as

(Contract DE-AC04-76DP-00789) Avail: NTIS HC A17/MF A01

Avail: NIS HC ATT/ME AUT In this review the radiation hardness of various potential very large scale (VLSI) IC technologies is evaluated. IC scaling produces several countervailing trends. Reducing vertical dimensions tends to increase total dose hardness, while reducing lateral feature sizes may increase susceptibility to transient radiation effects. It is concluded that during the next decade at least, silicon complimentary MOS (CMOS), perhaps on an insulating substrate (SOI) will be the technology of choice for VLSI in defense

N86-28345# Rome Air Development Center, Hanscom AFB, Mass. Solid State Sciences Div.
THE IMPACT OF VLSI ON INTEGRATED CIRCUIT RADIATION

B. L. BUCHANAN In AGARD The Impact of Very High Performance Integrated Circuits on Radar, Guidance and Avionics Systems 12 p (SEE M86-28337 19-33) Aug. 1985 Avail: NTIS HC A17/MF A01

The important constituents of energetic radiation and the effects of the radiation on semiconductor devices and integrated circuits are briefly summarized. The basic silicon material and device parameters which are sensitive to energetic radiation and can be controlled by the IC designer are delineated. The trends of the variation of hardness with the level of integration for commercial MOS and bipolar integrated circuits are examined. It is shown theoretically how the hardness will vary as a function of device theoretically how the hardness will vary as a function of device size for total ionizing dose, ionizing dose rate, and single particle (cosmic ray) environments. Contrary to what the trends had been indicating, it is shown that the basic component devices theoretically and actually become more radiation resistant as the devices are scaled down in size for implementing higher levels of integration. However, the parasitic MOS and bipotar devices created in implementing VLSI designs may cause the overall hardness to decrease. The reasons for the radiation hardness of the GaAs integrated circuits are discussed and put into perspective with the icon technology

N86-28346# Plessey Co. Ltd., Romsey (England).
HARDWARE AND ARCHITECTURE DESIGN OF VLSI SYSTEMS

B. G. MARCHENT and D. F. BURROWS In AGARD The Impact B. G. MAHCHENT and D. F. BUNHOWS // AGAND THE Impact of Very High Performance Integrated Circuits on Radar, Guidance and Avionics Systems 11 p. (SEE N86-28337 19-33) Aug. 1985 Avail: NTIS HC A17/MF A01 An outline of a design methodology is presented. This

An outline of a design methodology is presented. This methodology enables the system designer to capitalize upon the opportunities offered by advances in digital semiconductor technology without being overwhelmed by the VLSI complexity management problem. The paper commences with a brief description of a typical enabling technology, in this case Pleasey Megaceli. Then the areas to which this technology can be applied large gap is shown to exist in terms of complexity between the basic building blocks of a VLSI device and the sub systems into which a Radar is typically decomposed in the first attempt at design partitioning. In order to be able to put the Radar system onto VLSI, a structured, hierarchical approach is shown to be necessary. The building blocks of each stage in the design process

are proposed and finally the design task itself is described which, at the lower level in the sub system design process, will consist of the structured instantation, parameterization and interconnection of the hierarchical building blocks.

N86-28347# Rome Air Development Center, Griffiss AFB, N.Y.

N86-28347# Rome Air Development Center, Griffiss AFB, N.Y. Reliability and Compatibility Div.

THE USE OF FAULT TOLERANT AND TESTABLE HIGH PERFORMANCE INTEGRATED CIRCUITS FOR IMPROVED MILITARY ELECTRONIC SYSTEM AVAILABILITY

J. J. BART /n AGARD The Impact of Very High Performance Integrated Circuits on Radar, Guidance and Avionics Systems 4 p (SEE N86-28337 19-33) Aug. 1995

Avail: NTIS HC A17/MF A01

The ranid evolution of high performance Very Large Scale

The rapid evolution of high performance Very Large Scale Integrated Circuits (VLSICs) has resulted in accelerated opportunities for improving the operational performance of military electronic systems. In addition, the microelectronics technology electronic systems. In addition, the microelectronics technology base also holds the promise of providing improvements in the operational availability, survivability and logistics supportability of these complex systems. The basics for these advances lies in the ability to design microelectronics based systems which are much more fault tolerant and more easily testable than those which have been developed to date. The current activities in the design of testable/fault tolerant integrated circuits are reviewed and store for future amphasis are supposted. and areas for future emphasis are suggested.

N86-28348# Electronique Serge Dassault, St. Cloud (France).
VLSI CONTROL STRUCTURES (STRUCTURES DE CONTROLE DANS LES V.L.S.I.]

In AGARD The Impact of Very High Performance Integrated Circuits on Radar, Guidance and Avionics Systems 12 p (SEE N86-28337 19-33) Aug. 1985 In FRENCH; ENGLISH Avail: NTIS HC A17/MF A01

After some illustrated examples of the technological progress made in the past 30 years, this report shows the objectives for made in the past 30 years, this report shows the objectives for VLSI technology in the future, particularly for military applications (radar and homing devices) as well as the control of these circuits. The objectives for VLSI technology research are shown to include: satisfying the needs for the 90's: using suitable technology to reduce the cost; and increasing the efficiency by using appropriate system architecture

N86-28349# Rensselaer Polytechnic Inst., Troy, N.Y. Center

N86-28349# Rensselaer Polytechnic Inst., Troy, N.Y. Center for Integrated Electronics.

GALLIUM ARSENIDE WAFER SCALE INTEGRATION

J. F. MCDONALD, G. TAYLOR, R. STEINVORTH, B. DONLAN, and A. S. BERGENDAHL. In AGARD The Impact of Very High Performance Integrated Circuits on Radar, Guidance and Avionics Systems 14 p. (SEE N86-28337 19-33) Aug. 1985 Sponsored in part by the Fannie and John Hertz Foundation, and by IBM VLSI Fellowship

Avail: NTIS HC A17/MF A01

Gallium Arsenide (GaAs) digital MESFET technology has Gallium Arsenide (GaAs) digital MESFET technology has recently begun to appear in the semiconductor marketplace. The initial commercial offerings are at the small to medium scale integration levels. The high speed of these parts would seem to be very attractive for designers of high performance signal processing equipment. Persistent yield problems, however, have result, intrapackage and interpackage signal propagation problems such as coupling, parasitics and delay are likely to negate much of the benefit. So the fast MESFET logic devices for large systems constructed with such small scale building blocks. An early packaging concept, Wafer Scale Integration (WSI), which could possibly be used to address some of these limitations is reexamined.

N88-28350# Kaiserslautern Univ. (West Germany). Lehrstuhl fuer Grundlagen der Elektrotechnik.
DIGITAL CORRELATION PROCESSORS FOR SPREAD-SPECTRUM-COMMUNICATION-8YSTEMS
H. J. FISCHER and A. BAIER In AGARD The Impact of Very High Performance Integrated Circuits on Radar, Guidance and Avionics Systems 10 p (SEE N86-28337 19-33) Aug. 1985
Avail: NTIS HC A17/MF A01

Avail: NTIS HC A17/MF A01

Some important correlators are presented and examined with respect to their applicability in spread-spectrum systems. The most suitable correlators are SAW TDL Filters, SAW Convolvers and Digital Matched Filters. The SAW devices have good performance and need only little space. Digital devices are easy to handle but hitherto suffer from a compromise between signal width, signal length and correlation rate. Nevertheless digital correlators are of interest considering the advances in semiconductor ology. Two compact Digital Matched Filters for binary great interest considering the advances in semiconduction technology. Two compact Digital Matched Filters for binary reference signals are presented, which show the possibilities of quantized received signals. The first DMF, called 4-phase DMF, used for binarily quantized received signals. The second DMF can process received signals, which are quantized much finer.

N86-28351# Defence Research Establishment, Ottawa

A HIGH PERFORMANCE CHIP SET IMPLEMENTATION OF A

FINITE MPULSE RESPONSE FILTER

R. J. INKOL, K. D. SYMONS, and P. D. CLARKE In AGARD

The Impact of Very High Performance Integrated Circuits on Radar,

Guidance and Avionics Systems 12 p (SEE N86-28337 19-33)

Avail: NTIS HC A17/MF A01

Avait: NTIS HC A17/MF A01

The systolic properties of digital signal processing algorithms can most easily be exploited by specialized processors with simple architectures providing considerable parallelism and freedom from bottlenecks in the control and flow of data. The realization of such processors is facilitated by the availability of advanced IC process technologies, coupled with Computer Aided Design (CAD) techniques. A design example for a Finite Impulse Response (FIR) little view proceeded. filter is presented. It consists of a small chip set; a multiplier-accumulator, a coefficient memory (consisting of Read Only Memory (ROM) or Random Access Memory (RAM) devices) and a Data Memory/Control Unit (DMCU). The latter, implemented with standard cell techniques, includes a 128 word x 16-bit data memory, generates all system control signals from a lew simple external signals, and provides a simple asynchronous interface. The basis design concept is well suited for implementation using advanced technologies. Sub-micron silicon technology would provide improved performance and facilitate a single chip implementation, while gallium arsenide technology offers potential for real-time video signal processing, y would provide improved performance and facilitate a single chip implementation, while gallium arsenide technology offers potential for real-time video signal processing.

N86-28352# AEG-Telefunken, Ulm (West Germany), Radar RADAR SIGNAL PROCESSING WITH HIGH SPEED LSI DEVICES

P. K. SCHMITT In AGARD The Impact of Very High Performance Integrated Circuits on Radar, Guidance and Avionics Systems 10 p (SEE N86-28337 19-33) Aug. 1985 Avail: NTIS HC A17/MF A01

The basic structures of digital processing architectures using fast dedicated VLSI components are shown for two typical cohers signal processing operations: pulse compression and Dopp filtering, it is shown how these can be realized using currently available VLSI components and how future, more highly integrated components could be defined. A key role here is played by chips which perform fast multiplication of complex number pairs. N86-28353# Physics and Electronics Lab. TNO. The Haque REAL-TIME DIGITAL MATCHED FILTER FOR RADAR PULSE

J. WILTSCHUT and G. A. BREEMS In AGARD The Impact of Very High Performance Integrated Circuits on Radar. Guidance and Avionics Systems 8 p (SEE N86-28337 19-33) Aug. 1985 Avail: NTIS HC A17/MF A01

Digital processing of radar signals becomes more feasible by Digital processing of radar signals becomes more reasone by the advances in integrated circuit technology. A programmable matched filter for real-time compression of frequency modulated radar pulses, implemented with high speed LSI/MSI circuits is described. This matched filter, denoted as pulse compressor, forms part of an experimental radar system. The input signal consists of complex samples (2°12 bits) at a 10 MHz rate. The maximum pulse duration is 25 micro-seconds, which results in a time-bandwidth product of 250. The pulse compression is achieved through application of fast convolution with a transform size of 512 and a 50 percent overlap. The pulse compressor has a pipelined structure consisting of similar modules. The data is in pipelined structure consisting of similar modules. The data is in 12 bit fixed point format and processing is done by integer antimetic with block floating point scaling to avoid overflow. The internal data throughput rate is 20 MHz and more than 720 million. Author multiplications per second are executed.

N86-28354# AEG-Telefunken, Ulm (West Germany).
MONOLITHIC 6 BIT SUBCONVERTER FOR HIGH SPEED, HIGH

MONOCITHIC BIT SUBCONVENTEN FOR HIGH SPEED, HIGH RESOLUTION A/D CONVERSION SYSTEMS.

F. BECK and G. BERGMANN In AGARD The Impact of Very High Performance Integrated Circuits on Radar, Guidance and Avionics Systems 5 p. (SEE N86-28337 19-33) Aug. 1985

Avail: NTIS HC A17/MF A01

The design of a subconverter for sequential flash A/D converters is presented. The subconverter consists of a 6 bit flash ADC, 64 pipeline latches, a 6 bit (64 current sources) D/A converter and 6 bit data register. It was integrated on a single die utilizing a high speed bipolar process with double layer metallization. Circuit details, simulation results, and chip design are described. Author

N86-28355# Dornier-Werke G.m.b.H., Friedrichshafen (West

HIGH SPEED DIGITAL IMAGE PROCESSING FUNCTIONS FOR A REALTIME SYNTHETIC APERTURE RADAR PROCESSOR

R. SCHOTTER and H. FROELICH In AGARD The Impact of Very High Performance Integrated Circuits on Radar, Guidance and Avionics Systems 6 p (SEE N86-28337 19-33) Aug. 1985

Avail: NTIS HC A17/MF A01

Realtime Synthetic Aperture Radar Processing requires high speed implementation of basic image processing functions such as Lowpass/Bandpass Filtering, Correlation/Convolution, Fourier Transformation, Imaging Memories, Interpolation/Resampling, Complex Multiplication/Accummulation and Processing Control Complex multiplication/Accumulation and Processing Control. The hardware concept is based on modular processing units which allow the construction of different algorithms by simply combining the appropriate modules of the processing family in a pipeline structure. Each module is designed by taking advantage of the most advanced integrated digital circuits like fast most advanced integrated digital circuits like fast multiplier/accummulators, ALS TTL and High speed CMOS control logic, 64 K/256 K dynamic memories, fast CMOS memories and integrated signal processors. The basic architecture of some of integrated signal processors. The basic architecture of some of the processing modules (FIR-Fitter, Image Memory, FFT/IFFT) will be presented together with the practical results in terms of operational speed, work length, power consumption and board sizes. Additionally, the structure of the realtime SAR Processor based on these processing functions are discussed in detail showing the flexibility of the hardware approach. Author

N86-28356# Standard Telecommunication Labs. Ltd., Harlow A SYSTOLIC ARRAY FOR HIGH PERFORMANCE ADAPTIVE

BEABUTOTHERMAN

C.R. WARD and P. J. HARGRAVE In AGARD The Impact of Very High Performance Integrated Circuits on Rader, Guidance and Avionics Systems 6 p (SEE N86-28337 19-33) Aug. 1985

Avail: NTIS HC A17/MF A01

A new technique for adaptive antenna beamforming is described

which provides very rapid adaptation. The technique avoids the explicit computation of the covariance matrix estimate and this

33 ELECTRONICS AND ELECTRICAL ENGINEERING

results in a reduced sensitivity to limited arithmetic precision. The proposed algorithm may be implemented in an efficient pip architecture using a triangular systolic array. A

N86-28357# Communications Research Centre, Ottav (Ontario).
PROCESSING REQUIREMENTS FOR RADAR DIGITAL

BEAMPOPHINING
J. LITVA In AGARD The Impact of Very High Performance
Integrated Circuits on Rader, Guidance and Avionics Systems 16
p (SEE N86-28337 19-33) Aug. 1985
Avail: NTIS HC A17/MF A01

Avair. NIS HC AT//MF A01

An overview is given of the signal processing capabilities of radar DBF systems. Also, a description is given of advances required in existing hardware for implementing real-time signal processing on radar DBF systems. These include antenna elements, monolithic microwave integrated circuits and VLSI. A discussion is given of the advantages of novel architectures, such as systolic arrays or hypercubes using up to 10,000 processing elements. It is shown that the processing for a DBF system follows elements. It is shown that the processing for a DBF system follows naturally from a set of basic matrix operations, running from matrix-vector multiplications to singular value decomposition of matrices and that these functions are best implemented using systolic-array type architectures. Finally, results will be presented from an existing near real-time DBF system which is capable of carrying out a 16-point complex FFT in 250 nanoseconds and produces 64 independent radar-beams in 4 microseconds.

N86-28358# Norwegian Defence Research Establishment,

TWO-LEVEL DATA-FLOW **ARCHITECTURE**

TWO-LEVEL DATA-FLOW AHCHITECTURE FOR PROGRAMMABLE SIGNAL PROCESSING
Y. LUNDH and O. SORASEN In AGARD The Impact of Very High Performance Integrated Circuits on Radar, Guidance and Avionics Systems 10 p (SEE N86-28337 19-33) Aug. 1985
Avail: NTIS HC A17/MF A01

Signal processing tasks such as those encountered in radar systems can be highly demanding in terms of computer instructions per second. A multiprocessor architecture called Martinus is described, exploiting complexity to achieve high performance. Complex VLSI circuits are being specially designed for Martinus Complex VLSI circuits are being specially designed for Martinus machines. A reconfigurable network consists of programmable processors, interconnected by buses of very high capacity. The processors may be of different types and can be of more or less task oriented design. One such class of types, Svop, is itself a multiprocessor, comprising a systolic array of programmable processing elements. Martinus-machines can be configured for high capacity. A 120 MIPS machine is in operation. Further developments aim to make capacities beyond 1 GFLOPS practical. The development comprises several application-specific integrated circuits including a bus circuit offering data transmission rates up to 2.5 Gbits/second. The article commences with a discussion of basic limiting factors of high performance computing.

N86-28359# Royal Signals and Radar Establishment, Malvern

(England).

MIL-DAP: ITS ARCHITECTURE AND ROLE AS A REAL TIME
AIRBORNE DIGITAL SIGNAL PROCESSOR
P. SIMPSON, J. B. G. ROBER S, and B. C. MERRIFIELD In
AGARD The Impact of Very High Performance Integrated Circuits
on Radar, Guidance and Avior.ics Systems 18 p (SEE N86-28337 Aug. 1985 NTIS HC A17/MF A01

Avail:

Prototypes of a highly programmable digital processor, Mil-DAP, operating in excess of 300 MOPS and occupying less than a cubic foot will be available in 1985. Its architecture consisting of cupic root will be available in 1995. Its architecture consisting of a large array of process ng elements, controlled by a single control unit operating in a Single Instruction Muliple Data (SIMD) mode is described in some detail, including the provision of last data input-output (up to 40 MBytes/sec), data buffering and programmable data reformation such as corner turning. Two programmable data reformation soch as comer furning, we programmap languages exist; an assembler language for high efficiency and a higher level parallel form of FORTRAN. The ease of use of both these parallel languages is demonstrated with reference to simple examples. Mil-DAP's performance, size, weight and power consumption suit it well to the wide range of applications encountered in an avionics environment. For example, multimode,

radar signal processing incorporating spectral analysis, constant false alarm rate processing and ambiguity resolution; speech recognition as in a voice driven cockpit; electronic support measures where very high speed association and recognition of received pulse information is needed; and reconnaissance image processing, are all potential real time applications. Benchr for these are given.

N86-28360# Tridex Systems, Inc., Nepean (Ontario).
A DISTRIBUTED ARRAY SIGNAL PROCESSOR WITH FAULT-TOLERANCE ATTRIBUTES
E. T. FATHI, C. V. W. ARMSTRONG, K. Q. T. NGUYEN, and A.

W. BRIDGEWATER (Department of Communications, Ottawa, Ontario) In AGARD The Impact of Very High Performance Integrated Circuits on Radar, Guidance and Avionics Systems 15 (SEE N86-28337 19-33) Aug. 1985

Avail: NTIS HC A17/MF A01

A fault-tolerant distributed array signal processor designed as a research tool to investigate fault-tolerance in the area of space-based radar signal processing is described here. Such applications require high reliability due to the closed system environment and high performance in order to reduce the bandwidth in data communication. These requirements exceed those required by commercial systems. The system described here is a multiple microprocessor-based system configured as a 3°3 array of identical processing modules. Each module consists of a data and communication subsystem and a signal processing subsystem, employing off-the-shelf state-of-the-art VLSI technology. Each subsystem has its own microprocessor, local program and data memory and operates independently to each other. The two memory and operates independently to each other. The two subsystems operate asynchronously and also perform confidence tests on each other's performance. Communication between the processing modules is parallel at high data rates using dedicated DMA channels. A powerful virtual token-passing mechanism manages the arbitration for the parallel busses. The operating system is fully distributed and provides dynamic load sharing. Author

N86-28361# Mitre Corp., Bedford, Mass. A REVOLUTIONARY DESIGN METHOD FOR VLSI SIGNAL

PROCESSORS
R. D. HAGGARTY, B. L. JOHNSON, and E. A. PALO In AGARD
The Impact of Very High Performance Integrated Circuits on Radar.
Guidance and Avionics Systems 12 p (SEE N86-28337 19-33)
Aug. 1985 Sponsored in part by Mitre Corp., Bedford, Mass.
(Contract F19628-84-C-0001) NTIS HC A17/MF A01

This paper presents a new method of designing digital signal processors for very large scale integrated (VLSI) circuit implementation with residue number systems (RNS), as opposed to the binary number systems traditionally used. In an RNS, a to the binary number systems traditionally used. In an initial number is represented by its residues, modulo a set of relatively prime integers. The basic operations of modulo addition and multiplication are simpler in RNS because they can be executed independently in each residue class. Consequently, a desired linear function can be executed in a set of parallel channels on a chip. where each channel performs the same calculation modulo the integer used in theat channel. Complexity is thus reduced by two mechanisms. Interconnections between parallel channels are eliminated and all operations are performed modulo the small integer used in each parallel channel of the RNS structure. The square law of circuit complexity applied to this set of small integers results in small, simple circuits. Speed of computation is increased because carry propagation delays are avoided. Further, the design is combined with systolic arrays in such a way that the desired function becomes a parallel set of nearest neighbor-connected identical cells, each of which is minimally complex. The regulanty minimizes interconnections and design time--only one master VLSI macrocell that can be optimized and replicated under computer-aided design (CAD) control is nee In addition, two levels of redundancy can readily be incorporated to achieve concurrent test and fault tolerance (1) redundant parallel residue channels can be used, and (2) error detection techniques can be efficiently incorporated into each of the systolic array cells that compose the parallel RNS channels.

Author N86-28362# Hughes Aircraft Co., Canoga Park, Calif.
POTENTIAL IMPACT OF VLSI TECHNOLOGIES ON GUIDED

H. A. MAURER and K. S. KONGELBECK In AGARD The Impact of Very High Performance Integrated Circuits on Radar, Guidance and Avionics Systems 6 p (SEE N86-28337 19-33) Aug. 1985

Avail: NTIS HC A17/MF A01

Some aspects of the anticipated impact of emerging VLSI technologies on tactical missiles, present and future generations are discussed. VLSI evolution represents a unique example of a very dynamic and pervasive trend in commercial and military very dynamic and pervasive items in commercial and immercial applications. It is our opinion, however, that the characteristics of this trend are quite different in tactical missiles, not only compared to commercial electronics but even to strategic or space missiles. Considering the particular objectives and constraints as they seem common to most tactical guided missiles and smart munitions, the VLSI technologies should be almost tailored to this application. the VLSI technologies should be almost rainbed to mis applications. However, there are some perequisites to be considered to make the introduction of VLSIs successful. Here are some examples: careful planning to be in step with the maturity of the VLSI technology, sensible selection of targets for insertion or new designs and quite importantly - consideration of program stability in terms of volume, rates, and changes. From a technical viewpoint alone, the current trend to light and small. 4- to 8-inch-diameter configuration whether ground or air-launched encourages an early insertion of VLSIs. Electronic packaging with unusual form factors, e.g., having a central hole for warhead effectiveness, high density e.g., having a central hole for warhead effectiveness, high density and low weight, and low power dissipation, poses conflicting requirements to the missile designer. With very few exceptions, such as in magnetics or battery chemistry, the electronics sections cannot benefit from other technological breakthroughs. It is the evolution of monolithic large scale integration of circuits on Silicon and to a lesser degree on Gallium Arsenide which bears the main and to a lesser degree on Gallium Arsenide which bears the main load to meeting these criteria of processing density at minimum power dissipation, and of providing an ever-increasing functional throughput. Those VLSI embodiments which appear to be most likely to influence missile electronics are defined. They may be divided into four categories, with some ranking indicated regarding their maturity and avaliability, as well as nonrecurring cost weight: (1) Memories (RAM and ROM); (2) Catalog special devices (ADC, DAC, (CP); (3) Semicustom (CGAs); and (4) Full custom. Author

AEG-Telefunken, Ulm (West Germany). Design Center for Integrated Circuits. CHARGE PROCESSING IN INFRARED CCD-SENSOR-ARRAYS

CHARGE PROCESSING IN INFRARED CCD-SENSOR-ARMAYS

6. KOHLBACHER and P. NOTHAFT In AGARD The Impact of
Very High Performance Integrated Circuits on Radar, Guidance
and Avionics Systems 7 p (SEE N86-28337 19-33) Aug. 1985

Avail: NTIS HC A17/MF A01

Caused by the rapid progress in solid state technologies, especially in the field of VLSI components, infrared thermal imaging is more and more attractive for a lot of military applications. Tactical missile systems, target aquisition, fire control, airborne threat warning, airborne reconnaissance and spaceborne surveillance besides tank-mounted or man-portable night-vision cameras are important examples for military systems with infrared sensor-arrays. The physical principles of infrared detectors with sufficient sensitivity and resolution demand an operating temperature in the range of liquid nitrogen, i.e., about 77 K. Due to the low operating temperatures MOS technologies are the best choice for the temperatures MOS technologies are the best choice for the multiplexer circuits. The system designers need together with the multiplexer function the ability to integrate the individual detector signals during one frame period. These two functions may be easily combined in Charge Coupled Devices (CCD) and therefore for the most IR sensor-arrays described in the literature CCDs had been used. A CCD is an analog delay line where signals are handles as charge packets, which will be clocked through an arrangement of MOS capacitors. Two methods of detector-CCD coupling are described. A novel design of a monocithic 32x32 element array with 5i.In detectors sensitive in the 3-5 micron range at an operating temperature of 55 k. N86-28364# British Aerospace Dynamics Group, Hatfield (England). Software Engineer, THE IMPLEMENTATION OF IMAGE PROCESSING

ALGORITHMS

D A PELATT In AGARD The Impace of Very High Performance Integrated Circuits on Radar, Guidance and Avionics Systems 8 p (SEE N86-28337 19-33) Aug. 1985 NTIS HC A17/MF A01

The purpose of this paper is to describe a specific set of image processing problems, different classes of algorithms applicable to those problems and the efficient implementation of such algorithms using advanced processor architectures. The first section of the paper contains a brief description of the requirements of a typical image processing system operating in a particular scenario. The second section contains descriptions of various algorithms applicable to such a system; the techniques described having been selected in order to demonstrate the contrasting hardware requirements of different types of algorithms. The third, and final, section suggests ways in which the various algorithms may be implemented in Emerging Technology hardware. The applicability of systolic processors, reduction machines and data

N86-28365# Texas Instruments, Inc., Lewisville. MISSION BENEFITS OF A VERY HIGH THROUGHPUT IMAGE

J. K. MCWILLIAMS and J. H. PRIDGEN In AGARD The Impact of Very High Performance Integrated Circuits on Radar, Guidance and Avionics Systems 9 p (SEE N86-28337 19-33) Aug. 1985

Avail: NTIS HC A17/MF A01

The launch and leave, air-to-ground, autonomous class of weapons with imaging sensors is considered. Processor throughput is coupled very closely to many areas of system design for this class of weapon. A typical weapon requires midcourse guidance and must search a relatively large uncertainity area by the time it is close enough to the target for reliable detection. The detection processing time is proportional to the number of pixels in the search area. One can alleviate the detection processing time by allowing the imager to have coarse resoltuion, but that is done at the expense of detection range. If the detection range is inadequate, the terminal accuracy will be degraded due to insufficient time for guidance. The situation is that processor throughput limits resolution for searching the uncertainty area, and resolution limits detection range. While increasing the number of resolution elements in a given search area is one way to use additional processor throughput, this paper considers a less obvious way to make use of higher throughput, which is reducting the size of the search area for the mission. This reduction is accomplished by using an imaging tracker system at the start of midcourse to significantly reduce two of the contributors to the size of the uncertainty area. By using an image tracking system to track the ground immediately after launch, the actual attitude of the boresight with respect to horizontal and vertical can be determined with more precision than it could be by using airframe attitude and gimbal angle measurements. The better boresight reference effectively reduces the uncertainty in both the airframe attitude reference and the measurement of the platform position with respect to the airframe. The equations necessary to infer true horizontal and vertical from the ground tracking subimage motions are shown. A throughput analysis shows the level of throughput required to solve the equations. The accuracies to which the boresight angle can be measured by this method are shown. The method offers a double benefit, as the reduced search area allows more latitude in other system design trades concerning the use of increase throughput.

MATRA Espace, Paris-Velizy (France). N86-28366#

Equipements.

A FLOATING POINT PROCESSOR FOR MISSILE GUIDANCE
F, PLISSON and A. DANTEE In AGARD The Impact of Very
High Performance Integrated Circuits on Radar, Guidance and
Avionics Systems 12 p (SEE N86-28337 19-33) Aug. 1985
Avail: NTIS HC A17/MF A01

Avair. INIS HC AIT/MF AUT
The results of the study for the definition of a new missile
guidance, highly integrated processing unit are analysed. An
overview of advanced algorithms and software architectures
required is given, available technologies are reviewed and the
rationale for building a dedicated processor is discussed. The

33 ELECTRONICS AND ELECTRICAL ENGINEERING

design methodology using the standard cells approach is explained Data processing needs for missile guidance have increased significantly over past years. These trends are confirmed for the new development, with the introduction of high speed, highly rated digital circuits.

N86-28367# British Aerospace Dynamics Group, Hatfield

(England). Dynamics Group.

NEW SYSTEM DESIGN METHODOLOGIES IN THE DESIGN OF MODERN IMAGING MISSILE SYSTEMS STIMULATED BY THE

INTRODUCTION OF VISI DEVELOPMENT TOOLS

A. DENT and G. BRIANT In AGARD The Impact of Very High
Performance Integrated Circuits on Radar, Guidance and Avionics
Systems 16 p (SEE N86-28337 19-33) Aug. 1985

Avail: NTIS HC A17/MF A01

There is a trend towards increasing complexity of modern missile refer is a treat towards increasing complexity of modern insists systems, particularly with regard to the guidance algorithms that will be used in future imaging systems. In some applications the use of general purpose computing elements is prohibited because of performance requirements. In these cases dedicated hardware designs are necessary. Increasingly these designs are implemented in semi-custom LSI/VLSI technology. As the use of this type of approach increases there are consequences that propagate into the total missile system design philosophy. Some of the advantages and disadvantages of using these newer design techniques, based on experience gained in the design of advanced imaging guidance systems, are discussed, in particular the architectures associated with image processing. The major advantages of a LSI/VLSI solution, whether a general purpose computing element or a dedicated hardware element are: (1) increased computational performance; (2) Reduced size; (3) Lower cost; (4) Reduced power consumption; and (5) greater reliability. For a one off type development system, and small scale production quantities, the cost of VLSI is always thought to be prohibitive. However, because of the computational performance required when implementing the complex algorithms associated with imaging guidance systems, the architectural advantages associated with VLSI become the dominant factor. For designs of this complexity it is argued that the cost and timescales involved for the LSI approach have significant advantages at the end of the development cycle provided that the appropriate design procedures are adopted. The requirements for a design procedure will be discussed for both the total missile system and the electronic subsystems. Author

N86-28368# Royal Signals and Radar Establishment, Malvern ADVANCED SIGNAL PROCESSING TECHNOLOGY FOR

FUTURE RADAR SYSTEMS
C. PELL, A. C. FAIRHEAD, and M. B. THOMAS In AGARD The Impact of Very High Performance Integrated Circuits on Radar, Guidance and Avionics Systems 15 p (SEE N86-28337 19-33)

Aug. 1985 Avail: NTIS HC A17/MF A01

This paper reviews and discusses the likely technology requirements of the signal processing functions of future radar systems. The technology considerations are largely confined to digital functions, starting at the analogue-to-digital interface. In order to focus the technology discussion, some of the candidate modes of operation of future radars are stated together with the key processing functions that need to be supported. The processing functions include adaptive array antenna processing and programmable digital pulse compression. Using these functions as examples, assessments have been made of the technology requirements and it is shown that both digital beamforming and digital pulse compression are particularly demanding of fast arithmetic operations such as complex multiplication. The advanced VLSI technology functions that are considered to be most important for future radar processing are discussed

N86-28369# Thomson-CSF, Montrouge (France). Equipements avioniques.

THE APPLICATION OF HIGH-PERFORMANCE INTEGRATED.

CIRCUITS FOR AIRPORT FIRE CONTROL RADARS (INTERET DES CIRCUITS INTEGRES DE HAUTES PERFORMANCES POUR LES RADARS AEROPORTES DE CONDUITS DE TIRI

J. C. MARCHAIS In AGARD The Impact of Very High Performance Integrated Circuits on Radar, Guidance and Avionics Systems 4 p (SEE N86-28337 19-33) Aug. 1985 In FRENCH; ENGLISH

Avail: NTIS HC A17/MF A01

The number of functional modes needed for airport fire control radars, together with the need for high-performance characteristics. indicates that high-performance integrated circuits will have in such radar. It is shown that multi-function and multi-mode radars which combine air-to-air combat, air-to-ground and air-to-sea modes will comprise the basis for the next generation of fire control radars. Other applications for such radars are shown to include anti-collision, air navigation and air-to-air pursuit modes

N86-28370# Elektronik-System G.m.b.H., Munich (West

AN INTEGRATED APPROACH TOWARD RECOGNIZING, LOCATING AND COMBATING TARGETS FROM A MODERN INTERCEPTOR AIRCRAFT

G. MEYHOFF and H. W. KLOECKNER In AGARD The Impact of Very High Performance Integrated Circuits on Radar, Guidance and Avionics Systems 16 p (SEE N86-28337 19-33) Aug. 1985 Avail: NTIS HC A17/MF A01

Interceptor aircraft of the future will find themselves in an environment which will not only be significantly more hostile than today but also far more difficult to assess. On the one hand the requirement will be to reduce the detectability of the own aircraft and on the other to enhance the capability of destroying enemy targets. Reduction of detectability can be achieved through a variety of measures such as lowering the radar cross section, the IR emission or the RF emission. Enhancement of the capability to destroy enemy target requires, next to better weapons, longer detection and identification ranges as well as quicker reaction times. Faster reaction times are not only required to gain advantages in combating the designated enemy targets but also to respond to threat situations which may emanate from sources other than the targets. The requirement will exist for an avionic system capable of correlating all relevant data and either reaching decisions itself or presenting the pilot with information in such a way that they support his own making process. This paper describes a typical set of aircraft equipments which would be involved in the data acquisition and decision making processes; it quantifies data volumes and rates and, based on these figures, attempts to define processing and correlation requirements. It then proposes a system architecture which might be suitable for the tasks at hand. The emphasis of the paper will be on assessing the impact of LSI/VHSIC technology on those portions of the avionics system which are utilized in the processes described above.

Aeritalia S.p.A., Caselle Torinese (Italy). Gruppo Aeritalia S.p.A., Caselle Tornese (tialy). Gruppo Sistemi Avionici ed Equipaggiamenti.

POSIBLE IMPACTS OF VHSIC ON MIL-STD-1553B DATA TRANSMISSION MANAGEMENT

L. BERARDI and M. MERLANO In AGARD The Impact of Very High Performance Integrated Circuits on Radar, Guidance and

onics Systems 12 p (SEE N86-28337 19-33) Aug. 1985

High performance integrated circuit technologies allow for dramatic improvement in speed and reduction in size of the integrated circuits. This fact results in the possibility to pack in a denser way the computing and decision making functions of the avionics systems. Nevertheless it is still necessary to connect together the various sytem components, spread through the airframe, by means of an interfunction data transmission system. For these reasons the application of the new technologies to a MIL-STD-155-18 data transmission system is considered. In particular the data management task allocated to the Bus Controller is described in four increasing levels of complexity, ranging from the minimum requirement to an 'expert' function including an high degree of configurability. The performance obtainable by implementing the functions in the current or new technologies.

and with two different architectural solutions, are measured or and with two interests architectural solutions, are measured or estimated. The comparison among the obtained results shows that the new technologies not only improve the performances of the new technologies not only improve the performances of the degree of intelligence in the function, extending in this way the application of Mil-STD-1553B to future advanced avoice.

N66-28372# Royal Aircraft Establishment, Farnborough (England).

Flight System Sopt.

THE IMPACT OF VHPIC ON AVIONIC SYSTEM ARCHITECTURE, PACKAGING AND MAINTAINABILITY

L. T. J. SALMON and D. E. OLDFIELD In AGARD The Impact of Very High Performance Integrated Circuits on Radar, Guidance and Avionics Systems 5 p (SEE N86-28337 19-33) Aug. 1985

Avail: NTIS HC A17/MF A01

Avail: NIS NL AT//MF AVI

The advent of high performance integrated circuit technology will have a far reaching effect on avionic systems. Currently, the impact is being mainly felt at a high bandwidth, signal processing level where the benefits are self-evident, however, unless the effect of the technology is considered across the whole of the avionic system then there is little doubt that much of the improved mission effectiveness promised by the new, high bandwidth systems will not accrue. A wider, system level approach is therefore needed which not only encompasses the technical aspects of individual sensors but also considers the remainder of the airborne data processing system and more traditional topics such as maintainability, packaging and architecture. This paper highlights some of the areas in which very high performance integrated circuits (VHPIC) could have a major impact on avionics systems and indicates some of the factors that will need to be considered during the design of future systems.

N86-28373# Westinghouse Electric Corp., Baltimore, Md. Advanced Technology Div.
THE IMPACT OF VERY HIGH PERFORMANCE INTEGRATED CIRCUITS ON AVIONICS SYSTEM READINESS
G. STRULL In AGARD The Impact of Very High Performance Integrated Circuits on Radar, Guidance and Avionics Systems 2 p (SEE N86-28337 19-33) Aug. 1985
Avail: NTIS HC A17/MF A01

Avail: N1S Hz A1//MF A01
Very high performance integrated circuits (VHPIC) represent more than an integrated circuit technology advance- VHPIC really represents a new systems/technology culture. With a philosophy of top-down design and bottom-up build, a vehicle is provided to avoid rapid obsolescence so prevelent in the fast moving integrated circuit industry. However, to successfully and effectively design advanced systems in this manner, a design methodology is required that adequately addresses the challenge. Since everything chip definition through application analysis is interactive everything else, the challenge is to adequately keep track of all the perimeters and their relationship. The methodology by which design and analysis are accomplished is discussed. The starting point is the systems architecture and its application software. From point is the systems architecture and its application software. From the architecture and application software the partitioning of the system into appropriate modules can be derived. From this an idea of the integrated circuits needed can be determined. The elements of system readiness are described. They are dasign, implementation, insertion, maintenance, and (Preplanned Product

NS6-28374# British Aerospace Aircraft Group, Woodford Aircraft Group (England). Altern Group The Impact of Artificial Intelligence on Airborne Maritime Recommaissance

J. SHEPARD and R. J. SCOTT-WILSON In AGARD The Impact of Very High Performance Integrated Circuits on Rader, Guidance and Avionics Systems 14 p (SEE N86-28337 19-33) Aug. 1985
Avail: NTIS HC A17/MF A01

Some of the problems arising out of the introduction of VHPIC Some of the problems arising out of the introduction of VHIPIC to the sensor and data processing systems of Maritime Reconnaissance sircraft are susceptible to solution by conventional computing techniques within mission time constraints. Some may be more susceptible to the use of artificial intelligence techniques. This paper identifies those aspects of artificial intelligence relevant to the Airborne Maritime Reconnaissance task and the areas of the current task where artificial intelligence can be usefully applied. It reviews the current state of the art in the relevant aspects of

artificial intelligence and indicates how they might be employed in the near, medium and long term. It indicates some future applications and concludes that, artificial intelligence will play an important role in the future Mantime Reconnaissance aircraft.

FLUID MECHANICS AND HEAT TRANSFER

Includes boundary layers; hydrodynamics; fluidics; mass transfer; and ablation cooling.

N84-33757# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

SPECIAL COURSE ON STABILITY AND TRANSITION OF LAMINAR FLOW

Loughton, England Jun. 1984 227 p refs Course held in Rhode-Saint-Genese, Belgium, 26-30 Mar. 1984; sponsored by AGARD and the Von Karman Inst. of Fluid Dynamics (AGARD-R-709; ISBN-92-835-0355-4; AD-A147243) Avait: NTIS HC A13/MF A01

Stability and transition of laminar flows to understand lami turbulent transition was studied. Incompressible two dimensional and compressible flows in transonic, supersonic, and hypersonic regimes and available results for three dimensional flows were discussed. Material presented and discussed at the Special Course held at the von Karman Institute, Belgium sponsored by the Institute and the AGARD fluid dynamics panel. For individual titles, see N84-33758 through N84-33764.

N84-33758# Office National d' Aerospatiales, Toulouse (France). Office National d'Etudes et de Recherches Centre d'Etudes et de Recharches

DESCRIPTION AND PREDICTION OF TRANSITION IN TWO-DIMENSIONAL, INCOMPRESSIBLE FLOW

D. ARNAL In AGARD Spec. Course on Stability and Transition of Laminar Flow 71 p (SEE N84-33757 23-34) Jun. 1984 refs Avail: NTIS HC A13/MF A01

Transition problems in two dimensional, incompressible flows were surveyed. The phenomena which lead to turbulence under the influence of various factors are described: free stream turbulence, sound, pressure gradient, oscillations of the external flow, roughness, suction, wall curvature. Linear and nonlinear stability theories are discussed. Results of the application of the structure and to the growth of turbulent spots and the progressive disappearance of intermittency phenomenon are reviewed. Practical methods for calculating the transition onset and the transition region itself are described. Methods based on linear stability theory, empirical criteria, intermittency methods and turbulence mod

Jet Propulsion Lab., California Inst. of Tech., N84-33759°#

BOUNDARY-LAYER LINEAR STABILITY THEORY

Pasadena.

BOUNDARY-LAYER LINEAR STABILITY THEORY

L. M. MACK. In AGARD. Spec. Course on Stability and Transition of Laminar Flow 81 p (SEE N84-33757 23-34). Jun. 1984 refs. Avail: NTIS HC A13/MF A01 CSCL 20D

Most fluid flows are turbulent rather than laminar and the reason for this was studied. One of the earliest explanations was that laminar flow is unstable, and the linear instability theory was first developed to explore this possibility. A series of early papers by Rayleigh produced many notable results concerning the instability of inviscid flows, such as the discovery of inflectional instability. Viscosity was commonly thought to act only to stabilize the flow, and flows with convex velocity profiles appeared to be stable. The investigations that led to a viscous theory of boundary layer instability was reported. The earliest application of linear stability theory to transition prediction calculated the amplitude ratio of the most amplified "requency as a function of Reynolds number for a Blasius boundary layer, and found that this quantity had values between five and nine at the observed Ret. The experiment of Schubauer and Skramstad (1947) completely reversed the prevailing option and fully vindicated the Gottingen proponents of the theory. This experiment demonstrated the existence of

34 FLUID MECHANICS AND HEAT TRANSFER

instability waves in a boundary layer, their connection with transition, and the quantitative description of their behavior by the theory of Tollmien and Schlichting. It is generally accepted that flow parameters such as pressure gradient, suction and heat transfer parameters such as pressure gradient, suction and heat transfer qualitatively affect transition in the manner predicted by the linear theory, and in particular that a flow predicted to be stable by the theory should remain laminar. The linear theory, in the form of the e9, or N-factor is today in routine use in engineering studies of laminar flow. The stability theory to boundary layers with pressure gradients and suction was applied. The only large body of numeric results for exact boundary layer solutions before the advent of the computer age by calculating the stability characteristics of the Falkner-Skan family of velocity profiles are given. When the digital computer reached a stage of development which permit the direct solution of the primary differential equations, numerical results were obtained from the linear theory during the next 10 years for many different boundary layer flows: three dimensional boundary layers; free convention boundary layers; compressible boundary layers; boundary layers on compliant walls; a recomputation of Falkner-Skan flows; unsteady boundary layers; and heated wall boundary layers.

N84-33760# Case Western Reserve Univ., Cleveland, Ohio. Dept

NB4-33760# Case Western Heserve Univ., Cleveland, Ohio. of Mechanics and Aerospace Engineering. ENVIRONMENT AND RECEPTIVITY E. RESHOTKO In AGARD Spec. Course on Stability Transition of Laminar Flow 11 p (SEE N84-33757 23-34) Avail: NTIS HC A13/MF A01

In an environment where initial disturbance levels are small the transition Reynolds number of a boundary layer is dependent upon the nature and spectrum of the disturbance environment, the signatures in the boundary layer of these disturbances and their excitation of the normal modes, receptivity, and finally the innear and nonlinear amplification of the growing modes. The progress in understanding receptivity to free stream vorticity and progress in understanding receptivity to free stream vorticity all acoustic disturbances is reviewed. The technique of the initial valid problem, which promises to be a significant additional tool for providing guidance toward the resolution of receptivity issues is

N84-33761# Cranfield Inst. of Tech., Bedford (England).
TRANSITION DESCRIPTION AND PREDICTION IN
THREE-DIMENSIONAL FLOWS
D. I. A. POLL In AGARD Spec, Course on Stability and Transition
of Laminar Flow 23 p (SEE N84-33757 23-34) Jun. 1984
Avai: NTIS HC A13/MF A01
The immilient insert in these flows these flows the propositional by which have

The implications of mean flow three dimensionality which have a high priority in design engineering systems in which boundary layer transition is an important factor are examined. Two projects are under development which illustrate the importance of three dimensional effects; these are the swept laminar flow wing and the space shuttle projects. Leading edge problems and the consequences of three dimensional mean flow are discussed in the context of transition taking place in the immediate vicinity of the leading edge of a swept wing, which is a situation where the transition process has particular engineering significance. The mechanisms and principles discussed are examined in relation to more complex situations and also to transition in comp flows with heat transfer.

N84-33762# Virginia Polytechnic Inst. and State Univ., Blacksburg.

Dept. of Engineering Science and Mechanics.

NONLINEAR EFFECTS IN HYDRODYNAMIC STABILITY

T. HERBERT In AGARD Spec. Course on Stability and Transition
of Laminar Flow 10 p (SEE N84-33757 23-34) Jun. 1984 refs

Avail: NTIS HC A13/MF A01

Nonlinear efforts which the second of the second stability and transition of Laminar Flow 10 p (SEE N84-33757 23-34)

Nonlinear effects which are caused by insufficient agreement between observation and results of the linear theory for the prototypes of Taylor-Couette flow and plane Poiseville flow are analyzed. The principal methods for the analysis of nonlinear problems are characterized. The weak nonlinear theory for a single normal mode and the calculation and use of high order Landau constants is discussed. Weakly nonlinear models of observed phenomena are surveyed

N84-33763# Virginia Polytechnic Inst. and State Univ., Blacksburg SECONDARY INSTABILITY OF SHEAR FLOWS

T. HERBERT In AGARD Spec. Course on Stability and Transition

of Laminar Flow 13 p (SEE N84-33757 23-34) Jun. 1984 Avail: NTIS HC A13/MF A01

The appearance of secondary instability in shear flows was reviewed. The mixing layer, the flat plate boundary layer, and plane Poiseuille flow are considered as prototype flows. The computational and analytical work which produced conceptual enlightenment is discussed. A theory of secondary instability is presented: the almost periodic flow that develops in the presence presented: the almost periodic now mail develops in the presence of finite-amplitude traveling waves is used as a basic flow for a linear stability analysis with respect to spanwise periodic, three dimensional disturbances. The Hill type stability equations with periodic coefficients allow for various classes of normal modes that are associated with different types of resonance. A numerical method for solving the secondary stability problem is discussed Results for fundamental and subharmonic modes in plane Poiseuille flow are reviewed. The present scope of the theory and its potential for future extensions are discussed

N84-33764# Case Western Reserve Univ., Cleveland, Ohio. Dept. of Mechanics and Aerospace Engineering

LAMINAR FLOW CONTROL - VISCOUS SIMULATION

E. RESHOTKO In AGARD Spec Course on Sta

E. RESHOTKO In AGARD Spec. Course on Stability and Transition of Laminar Flow 10 p (SEE N84-33757 23-34) Jun

Avail: NTIS HC A13/MF A01

Laminar flow control which offers the possibility of major reductions in aircraft drag is described. The theoretical background for the possible stabilizations of the laminar boundary layer due to shaping, suction and cooling is presented. The effects of vehicle and environmental factors on the implementation of that technology are examined. Viscous simulation is the technology of adjusting boundary layer conditions on a wind tunnel model so that results can be reliably extrapolated to flight conditions. The need for an underlying simulation methodology, some afternate methodologies, the needed boundary/layer controls/trips for implementation, and the process of scaling wind tunnel results to flight conditions are

N85-25784# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).
THREE-DIMENSIONAL BOUNDARY LAYERS

Loughton, England Feb. 1985 118 p refs Proc. of the Round Table Discussion on 3D Boundary Layers, Brussels, 24

May 1984 (AGARD-R-719; ISBN-92-835-1491-2; AD-A153279) Avail: NTIS HC A06/MFA01

Progress in understanding three dimensional boundary layers is reported and guidance for future work in this field is provided. Turbuience modelling, which is unsatisfactory in 2-D flows, is even less suitable for three-dimensional boundary layers. More sophisticated models do not appear to work better in many cases than simple ones. The situation is even less satisfactory for separated flows where the validity of certain computations is in question. Lack of accurate, extensive data hampers efforts to comprehend important flow mechanisms and validate computational results. The paucity of high-quality experimental data is remarkable. For individual titles see N85-25785 through

N85-25785# Centre d'Etudes et de Recherches, Toulouse (France). Dept. d'Aerothermodynamique.
THREE-DIMENSIONAL BOUNDARY LAYERS AND SHEAR

FLOWS ACTIVITIES AT ONERA/CERT

R. MICHEL In AGARD Three-Dimensional Boundary Layers 15
p (SEE N85-25784 15-34) Feb. 1985 refs

Avail: NTIS HC A06/MF A01

Experimental and theoretical research activities devoted to three-dimensional boundary layers and turbulent shear flows are reviewed. Emphasis is on (1) development, application and control studies of calculation methods for turbulent boundary layers and wakes; (2) corner flows; and (3) stability and transition in three-dimensional flows Typical results are presented. A.R.H.

34 FLUID MECHANICS AND HEAT TRANSFER

Deutsche Forschungs- und Versuchsanstalt fuer N85-25786# Luft- und Raumfahrt, Goettingen (West Germany). Inst. fuer Experimentelle Stroemungsmechanik. THREE-DIMENSIONAL BOUNDARY LAYERS: A REPORT ON

WORK IN GERMANY
H. HORNUNG In AGARD Three-Dimensional Boundary Layers
22 p (SEE N8-25784 15-34) Feb. 1985 refs
Avail: NTIS HC A06/MF A01

Avail: NTIS HC A06/MF A01

The work of selected industrial, university and research establishment groups on three-dimensional boundary layers is summarized and presented as a guide to the quoted references in which details may be found. The approaches used include numerical techniques, experimental techniques, and data base

N85-25787# National Aerospace Lab., Amsterdam THREE-DIMENSIONAL BOUNDARY LAYER RESEARCH AT

B. VANDENBERG In AGARD Three-Dimensional Boundary Layers 17 p (SEE N85-25784 15-34) Feb. 1985 refs Avair: NTIS HC A06/MF A01 The avenue of the comment of the second of th B. VANDENBERG

The experimental and theoretical research three-dimensional boundary layers, carried out at NLR between 1970 and 1984, or presently under development is reviewed. The development of a practical calculation method and its extension to compressible laminar and turbulent boundary layers on developable as well as nondevelopable surfaces is discussed. The main features of the improved method are: (1) an arbitrary non-orthogonal curvi-linear surface coordinate system can be chosen by the user. (2) the organization of the calculation method was designed with the emphasis on the users-oriented properties; (3) an efficient finite-difference method is employed for the whole boundary layer, including the wall layer; and (4) an algebraic eddy viscosity turbulence model is used, because the model is simple, while for boundary layer flows, no other current turbulence models do a significantly better job.

A.R.H.

N85-25788# London Univ. (Englar, Dept. of Aeronautical Engineering Engineering.

BRIEF REVIEW OF CURRENT WORK IN THE UK ON THREE
DIMENSIONAL BOUNDARY LAYERS

A. D. YOUNG In AGARD Three-Dimensional Boundary Layers
17 p (SEE N85-25784 15-34) Feb. 1985 refs
Avail: NTIS HC A06/MF A01

Work in progress in industry, the universities and the R.A.E is summarized. Areas of study include theoretical work on laminar boundary layers (flow round obstacles, outside streamwise corners, internal flows in turbo-machinery), transition effects on bodies at large angles of incidence associated with cross flow and leading edge contamination, experimental and theoretical work on turbulent eogle contamination, experimental and incorrection work on furrious boundary layers (swept wings with and without separation, curvature and cross flow, blunt trailing edges, wakes with large cross flow, flow outside streamwise corners, integral and finite difference prediction methods both direct and inverse), it is increasingly appreciated that more work is needed on the fundamental effects of cross flow on the dynamics of turbule

N85-25789# Douglas Aircraft Co., Inc., Long Beach, Calif. Fluid

Mechanics and Heat Transfer Div.
PROBLEMS AND OPPORTUNITIES
THREE-DIMENSIONAL BOUNDARY LAYERS

T. CEBECI In AGARD Three-Dimensional Boundary Layers 35 p (SEE N85-25784 15-34) Feb. 1985 refs Sponsored by ONR, NSF and NASC Prepared in cooperation with California State Univ., Long Beach Avail: NTIS HC A06/MF A01

Research activity concerned with three-dimensional boundary layers is reviewed. Emphasia is on the flows over the components of airplanes, missives and ships. In each case, the objective is to develop understanding of the flow characteristics and of the influence of important parameters including geometry. Reynolds number and Mach number, and to make use of this understanding to improve design procedures. The choice of a coordinate system, criteria for selecting a turbulence model, solution and interaction procedures, and the nature of three-dimensional separation are considered. Computational and experimental research needed is

Advisory Group for Aerospace Research and Neuilly-Sur-Seine (France). Propulsion and N85-32293#

THREE-DIMENSIONAL TECHNIQUES APPLIED TO INTERNAL

FLOWS IN PROPULSION SYSTEMS
Loughton, England May 1985 200 p refs Lectures held in Rome, 6-7 Jun., in Cologne, 10-11 Jun., and in Paris. 13-14 Jun.

(AGARD-LS-140; ISBN-92-835-1503-X; AD-A157407) Avail NTIS HC ANS/ME AN1

Various topics related to 3-D computation techniques applied to internal flows in propulsion systems are discussed. The different mathematical models starting from the most complete one (time average Navier-Stokes equations with turbulent modeling) to the simplest one (small potential disturbance equation) are discussed. viscous flows, different approximation levels are discussed averaged. Navier-Stokes equations, thin shear layer full averaged Navier-Stokes equations, thin shear layer approximation, parabolic approximation, boundary layer equations with coupling methods, and distributed losses model. The calculation of 3D rotational inviscid flow by a method based on the CLEBSCH representation is described. The equation for the potential is discretized with a classical finite element technique Pressure correction calculation procedures for 3-D viscous steady flow are given. In this method the velocity field is calculated from momentum equation assuming that the pressure is given. The exact solution is obtained by adjusting the pressure distribution in order to satisfy the continuity equation. A discretization technique which leads to a reduction of numerical mixing is given. The pressure correction methods for partially parabolic and elliptic flow are used to evaluate the performance of different blade rows and cascades. A review is given of the different approaches for the cascades. A review is given of the different approaches for the numerical solutions of the complete Navier-Stokes equations. The problem of grid generation for 3-D applications is discussed as well as the treatment of boundary conditions for internal flows. A computer program for the solution of the 3-D Euler equations by means of a time marching method with a finite volume discretization is described. The treatment of boundary conditions by a technique based on the use of some selected compatibility relations associated to the time hyperbolic Euler system is discussed. For individual titles see N85-32294 through N85-32301.

N85-32294# Cambridge Univ. (England). Dept. of Engineering THE CALCULATION OF FULLY THREE DIMENSIONAL FLOW

THE CALCULATION OF FULLY THREE DIMENSIONAL FLOW THROUGH ANY TYPE OF TURBOMACHINE BLADE ROW J. D. DENTON /n AGARD 3-D Computation Tech. Appl. to Internal Flows in Propulsion Systems 20 p (SEE N85-32293 21-34) May 1985 rels Avail: NTIS HC A09/MF A01

Various approximation levels, enabling the simplification of the full system of Reynolds averaged Navier-Stokes equations, are presented. The latter are considered as the highest level model of flow description and depend heavily on the turbulence models. Or now description and depend nearing on the traditional resource incomes. Viscous approximations such as the thin shear layer and the parabolized Navier-Stokes models are discussed. The disturbed loss model, applied in turbomachinery applications, is intermediate between the viscous and inviscid approximations. The Euler equations, rotational flow models and the simplest potential flow are further discussed and their limitations are printed out. R.J.F.

N85-32295# Vrije Universiteit, Brussels (Belgium). Dept. of

Fluid Mechanics.
AN ANALYSIS OF FLOW MODELS: FROM NAVIER-STOKES
TO POTENTIAL FLOW EQUATIONS
C. HIRSCH In AGARD 3-D Computation Tech. Appl. to Internal

in Propulsion Systems 28 p (SEE N85-32293 21-34)

Avail: NTIS HC A09/MF A01

A method to calculate the three dimensional, rotational flow of an inviscid, compressible fluid in turbomachines is presented. The approach is based on a finite element formulation and results are presented for the flow in a rectangular bend, a tursine stator and a centrifugal impeller.

N85-32296# Vrije Universiteit, Brussels (Belgium). Dept. of Fluid Mechanics. THREE-DIMENSIONAL, INVISCID, OF ROTATIONAL FLOWS

C. HIRSCH and C. LACOR In AGARD 3-D Computation Tech. Appl. to Internal Flows in Propulsion Systems 28 p (SEE N85-32293 May 1985 Avail: NTIS HC A09/MF A01

Pressure correction calculation procedures for 3-D viscous flow are described. The conservation equations and the types of pressure correction methods are described. The advantages of the pressure correction approach are discussed. Calculations are compared with measurements for three turbulent 3-D flows, each requiring a more general calculation method than the last. Comparison of calculations with well documented, realistic, experimental test cases is essential and demonstrates the engineering usefulness of the methods. A fully elliptic calculation procedure is described in detail by using a simple example. This example is so simple (16 grid points) that a variety of calculation procedures can be explored with only the aid of a hand held calculator or small personal computer. Comparison with the SIMPLE algorithm is discussed and the advantages of parabolic and partially parabolic methods are discussed.

R.J.F. Pressure correction calculation procedures for 3-D viscous flow parabolic methods are discussed.

N85-32297# Virginia Polytechnic Inst. and State Univ., Blacksburg. Dept. of Mechanical Engineering. An Elliptic Calculation procedure for 3-d Viscous

FLOW

J. G. MOORE In AGARD 3-D Computation Tech. Appl. to Internal Flows in Propulsion Systems 16 p (SEE N85-32293 21-34) May 1985 refs Sponsored in part by Rolls-Royce Ltd. Avail: NTIS HC A09/MF A01

The computation of 3-D internal transonic flows by means of The computation of 3-D internal transonic flows by means of a 3-D Euler Code is discussed. A multidomain approach for time hyperbolic system is presented. This technique, based on the decomposition of the computational domain into several subdomains which may overlap one another, makes it possible to simplify some mesh generation problems and to fit discontinuities such as shocks and slip surfaces. A description of the 3-D Euler Code is given. The space discretization method and the treatment of houndary conditions are emphasized. Various applications of of boundary conditions are emphasized. Various applications of this code in turbomachinery are discussed. R.J.F.

N85-32298# Office National d'Etudes et de Recherches VITICE NATIONAL DELICATION OF THE NATIONAL DELICATION OF THE NATIONAL DELICATION OF THE NATIONAL TRANSONIC FLOWS COMPUTATION WITH A MULTI-DOMAIN APPROACH J. P. VEUILLOT and G. MEAUZE In AGARD 3-D Computation Tech. Appl. to Internal Flows in Propulsion Systems 21 p (SEE

N85-32293 21-34) May 1985 refs Avail: NTIS HC A09/MF A01

The results of calculations of three dimensional viscous flow in two centrifugal compressor impellers and in two linear turbine cascades are considered and answers to thermodynamic questions are obtained. For the impellers, the calculations give the work and the losses, the total pressure ratio and the efficiency, and show where the inefficiency arises. The results for the turbines show the increase in loss within and downstream of the cascades and allow the buildup and decay of secondary kinetic energy to the followed.

N86-32299# Virginia Polytechnic Inst. and State Univ., Blacksburg.
Dept. of Mechanical Engineering.
PERFORMANCE EVALUATION OF FLOW IN
TURBOMACHINERY BLADE ROWS
J. MOORE In AGARD 3-D Computation Tech. Appl. to Internal Flows in Proutsion Systems 28 p (SEE N85-32293 21-34) May 1985 refs Sponsored in part by Rolls-Royce Ltd.

Avait. NTIS HC A09/MF A01

The numerical solution of the complete Navier-Stokes equations for two dimensional nonsteady flow has only been accomplished for two dimensional nonsteady flow has only been accomplished in the last decade. Most of the computations have been for external flows. However, in the past few years this capability has been extended to internal flows for relatively simple configurations. Both implicit and explicit approaches have been used in developing methods for computing internal flows. These methods are discussed briefly with emphasis on MacCormack's explicit finite difference algorithm. The capabilities and limitations of these approaches are discussed. In particular, attention is focused on grid generation, formulation of boundary conditions for internal flows, and constraints imposed by limited computer storage and speed. Results for axisymmetric and 3-D flows are presented. In addition, developments currently in progress are noted. Finally, future developments of this capability are addressed, along with their impact on the development of advanced propulsion systems.

Dayton Univ., Ohio. Dept. of Mechanical N85-32300# Engineering.

NUMERICAL SOLUTION OF THE NAVIER-STOKES EQUATIONS
FOR 3-D INTERNAL FLOWS: AN EMERGING CAPABILITY
J. N. SCOTT In AGARD 3-D Computation Tech. Appl. to Internal
Flows in Propulsion Systems 24 p (SEE N85-32293 21-34) May

1985

Avail: NTIS HC A09/MF A01

The accuracy of 3-D flow calculations is discussed. A good calculation procedure solves a set of finite difference equations reasonably quick. However, if the finite difference equations do not accurately reflect the governing differential equations, por results will be obtained. For example, it is common practice in three dimensional flow calculations to use upwind differencing or more direct forms of numerical mixing to obtain well posed finite difference equations which are needed to maintain a stable calculation procedure. The erroneous numerical viscosity introduced can be of the same order as the natural laminar or laminar plus turbulent viscosities in the flows calculated. When numerical mixing is present a proper evaluation of viscosity or turbulence models cannot be made because the effects of numerical and physical mixing cannot be distinguished. A simple 2-D example is used to demonstrate a practical method of obtaining the finite difference form of the convection term in momentum or other conservation equations. The 2-D example introduces no numerical mixing, yet results in well posed, (i.e., strong center point coefficient) finite difference equations. The method consists of central differencing to eliminate numerical mixing and upwinded control volumes to obtain finite difference equations with strong point coefficients. An upwinding procedure for the control volumes which may be applied to three dimensional flow is given. Inviscid calculations of horseshoe vortex flow about a Rankine half are presented.

N85-32301# Virginia Polytechnic Inst. and State Univ., Blacksburg. Dept. of Mechanical Engineering.
CALCULATION OF 3-D FLOW WITHOUT NUMERICAL MIXING

GALCULATION OF 3-D FLOW WITHOUT MUMERICAL MINIMA J. G. MOORE In AGARD 3-D Computation Tech. Appl. to Internal Flows in Propulsion Systems 15 p (SEE N85-32293 21-34) May 1985 refs Sponsored in part by Rolls-Royce Ltd. Avail: NTIS HC A09/MF A01

A suite of computer programs was developed to calculate the fully 3D inviscid flow through any type of turbomachine blade row.

By a pseudo time dependent solution of the Euler equations with convergence accelerated by a multigrid approach. It is shock capturing and has no Mach number limitations. The basic version of the program can cope with any type of The basic version of the program can cope with any type of single blade row, compressor or furbine, with said, mixed or radial flow. Special versions of the code were developed for blade rows with part pitch or part span splitter blades and also for two blade rows in relative rotation i.e., a complete stage. Viscous effects may be approximated by a transpiration type of boundary layer displacement model or by the inclusion of a body force term in the momentum equations.

INSTRUMENTATION AND PHOTOGRAPHY

Includes remote sensors; measuring instruments and gages; detectors; carneras and photographic supplies; and holography

15530# Advisory Group for Aerospace Research and lopment, Neuitly-Sur-Seine (France).

BRATION OF AIR-DATA SYSTEMS AND FLOW DIRECTION N84-15530#

SENBORS. AGARD FLIGHT TEST TECHNIQUES SERIES, VOLUME 1

J. A. LAWFORD (Aeroplane and Armament Experimental Establishment, Salisbury, England) and K. R. NIPPRESS (Aeroplane and Armament Experimental Establishment, Salisbury, England) Sep. 1983 67 p refs (AGARD-AG-300-VOL-1; AD-A137367) Avail: NTIS HC A04/MF

The calibration of air-data and flow direction measurement systems is discussed. The available flight test calibration methods are described and their applicability, accuracies, and limitations

Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).
TRAJECTORY MEASUREMENTS FOR TAKE-OFF AND LANDING TESTS AND OTHER SHORT-RANGE APPLICATIONS, VOLUME 16
P. DAGHET OF THE SHORT-RANGE APPLICATIONS, P. DAGHET OF THE SHORT-RANGE APPLICATIONS, P. DAGHET OF T

P. DAGUT (Centre d'Essais en Vol, Bretigny-sur-Orge, France), H. RIEBEEK (Fokker B.V., Amsterdam), and A. POOL, ed. (National Aeroepace Lab., Amsterdam) Jan. 1985 86 p. refs 16 Vol. (AGARD-AG-180-VOL-16; AGARDOGRAPH-180;

(NGAHD-NG-160-VOL-16; AUAHDCASHAPT-160; ISBN-92-855-1487-4) Avail: NTIS HC A05/MF A01 A review of the methods that are used for short-range trajectory measurements is presented. This report also reviews the instrumentation requirements of the applications: take-off and landing performance measurement, autoland performance measurement, noise measurement and flight inspection of radio beacons. Optical methods (including lasers), methods using radio or radar and methods using inertial sensing are discussed.

37

MECHANICAL ENGINEERING

Includes auxiliary systems (non-power); machine elements and processes; and mechanical equipment.

N86-19627# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). Avionics Panel. ARTIFICIAL INTELLIGENCE AND ROBOTICS Loughton. England Sep. 1965 141 p refs Lecture series held in Trondhelm, Norway, 26-27 Sep. 1985, in The Hague, Netherlands, 30 Sep. - 1 Oct. 1985, and in Lisbon, Portugal, 3-4 Oct. 1985. Oct. 1985 (AGARD-LS-142; ISBN-92-835-1511-0; AD-A161905) Avail

NTIS HC A07/MF A01

NTIS HC A07/MF A01

The renewed interest in the allied fields of Robotics and Artificial Intelligence is addressed. Both of these areas are studied with emphasis on robotics, beginning with a review of the state-of-the-art and concluding with applications and a view of the future for each. Selected specialized subjects covered include vision and tactile sensors, robotics software, solid modelling, and expert systems. For individual titles see N86-19628 through N66-19635.

NOS-19828# National Bureau of Standards, Washington, D.C. ROBOTICS: PAST, PRESENT, AND PUTURE

J. S. ALBUS In AGARD Artificial Intelligence and Robotics 16 p (SEE N88-19827 10-37) Sep. 1985 refs

Avail: NTIS HC A07/MF A01

Robotics is a systems science that attempts to integrate artificial elligence with feedback control of mechanical devices. It draws

on work in pattern recognition, scene analysis, geometrical reasoning, world modeling, language and speech understanding, planning, problem solving, goal seeking, task decomposition, manipulatior control, mobility, and navigation. A brief history is given. A brief history of robotics is presented the following current research topics are examined: (1) kinematics, dynamics, and mobility; (2) vision, kinesthetic, tactile, and acoustic sensing and sensor processing: (3)sensory-interactive task decomposition, planning. processing: (3)sensory-interactive task decomposition, planning, and problem solving; (4) world modeling; (5) programming techniques and learning; and (6) system integration. Future applications are discussed.

N96-19629# Technische Hogeschool, Delft (Netherlands). Dept.

NSG-1902BF | TOUTHISCHE PROJECTION | NSG-1902BF | TOUTHISCHE PROJECTION | NSG-1902BF | NSG-1902B

Avail: NTIS HC A07/MF A01

AVAII: NTIS HC. AUT/MIF AUT
Several techniques are presented to obtain 2D grey-value
images and distance images. In these sensor systems different
principles may be used to select the image points of which the
grey-value is measured. The scanning may be presented in the
light source, in the sensor, in the movement of the object or in a combination of these. Distance images may be obtained by triangulation of points in the scene between lightbeam and sensor. The sensors are based on scanning beams, planes of light or space encoding. Commonly used vision sensors such as video pick-up tubes, CCD arrays and Position Sensitive Detectors (PSD) pick-up tubes, ocb arrays and Position Sensitive Detectors (PSU) are discussed. Tactile sensors are based on the measurement of surface deformation by optoelectronic, capacitive, magnetic, piezoelectric or piezoelectric transduction. Tactile arrays offer the possibility of obtaining pressure images which can be processed in the same way as if they are the result of a vision sensor.

N86-19630# Lehigh Univ., Bethlehem, Pa. Inst. for Robotics.
ROBOT SOFTWARE: CURRENT STATE-OF-THE-ART, AND
FUTURE CHALLENGES

R. N. NAGEL and S. R. GARRIGAN In AGARD Artificial Intelligence and Robotics 9 p (SEE N86-19627 10-37) Sep.

Avail: NTIS HC A07/MF A01

Robot software system and their complexity currently are growing at an incredible rate. A complexity hierarchy covering the simplest methods of robot programming up through first and second generation robot programming languages is defined. Methods of graphical robot programming are described, and an assessment is made of the current state of the art of robotic software systems. The next generation of robot software systems which will be task level languages is described. That is, the elements of the rever languages is described. That its, the elements of the programming language will be statements of tasks to be accomplished rather than statements with regard to robot motions. Technical challenges in achieving task level languages and current research approaches to overcoming these challenges are also

N66-19631# Rensselaer Polytechnic Inst., Troy, N.Y. Dept. of

THE SENSING AND DISPLAY OF THREE-DIMENSIONAL INFORMATION WITH EMPHASIS ON SOLID MODELLING:

STATUS AND APPLICATIONS

L. A. GERHARDT in AGARD Artificial Intelligence and Robotics
8 p (SEE N86-19827 10-37) Sep. 1985 refs

Avail: NTIS HC A07/MF A01

The sensing of three dimensional information is addressed, the display/representation of three dimensional information is considered. With respect to the sensing of three dimensional considered. With respect to the sensing of three dimensional information, a variety of approaches are discussed including the use of structured light, the use of displaced sensors to develop stereo pairs, and coherence processing and time of flight measurement. Other techniques described are interpretation of object motion as a measurement of depth perception, and general methods for utilizing depth of field. The advantages and disadvantages of each are discussed and comparisons made Three dimensional display techniques is also discussed. The appraaches covered include graphics, stereo pairs, holograms, vibrating mirrors, and other optical systems. Applications are

37 MECHANICAL ENGINEERING

reviewed with examples of results such as the use of vibrating mirror technology for the three dimensional display of compterized tomography. Solid modelling as an approach to the display and representation of three dimensional information is reviewed. Following a definition of solid modelling, the advantages of this generic approach are reviewed and analyzed. The relationship of solid modelling to robotics and artificial intelligence is made, and trends cited with respect to hardware costs, portability of software, computational efficiency, display resolution, and neutral data bases.

The paper concludes by giving examples of some of the key applications of solid modelling in the automative industry, aircraft industry and CAM, among others.

N86-19632# IBM United Kingdom Labs. Ltd., Winchester, (En CRT INSTALL AND SECURE STATIONS FOR THE GENERIC MONITOR LINE

O. C. TEALE In AGARD Artificial Intelligence and Robotics 9 p (SEE N86-19627 10-37) Sep. 1985 Avail: NTIS HC A07/MF A01

Illustrations of the product from an assembly point of view are presented. Briefly shown are the problems were expected and where these stations fit in the line. How the station was designed is discussed from a generic automation viewpoint, highlighting the areas which are common to most automation stations. The work in the CRT install is used to illustrate the various stages of automation design, with particular emphasis on the areas which are common to all automation stations. The problems which were experienced in working with a PMC group located remotely from the laboratory is covered along the various differences in national standards which must be solved in order to attain two identical

N86-19633# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Wesseling (West Germany). Inst. fuer

Dynamik der Flugsysteme.

SENSORY FEEDBACK STRUCTURES IN ROBOTICS

G. HIRZINGER In AGARD Artificial Intelligence and Robotics
15 p (SEE N86-19627 10-37) Sep. 1985 refs

Avait: NTIS HC A07/MF A01

The problems when trying to feed back on-line sensory signals in a robot control system are outlined. Special emphasis is laid on the question how to teach a robot a sensor-based task that must be repeated under changing environment. Feedback structures as they have proposed in literature especially for force-feedback are discussed. Generalizing definitions relating positions/orientations and (pseudo)-forces/torques are introduced. Sensor programming concept is outlined that refines any rudimentary robot command given by a human teacher or a CAD system via the sensory reaction with the environment. In this scheme motion commands and sensor data are stored together. The sensor data are then available as reference values for the repetition mode in a possibly changing environment. Techniques for teacher induced on-line improvements as well as self improvements of the robot are presented. The sensor-ball technique or programming robots is outlined as a special realization

N96-19634# Royal Signals and Radar Establishment, Malvern (England). Integrated Air Defence Systems Div.
APPLICATIONS OF EXPERT SYSTEMS
P. R. WETHERALL In AGARD Artificial Intelligence and Robotics
17 p (SEE N96-19627 10-37) Sep. 1985 refs
Avail: NTIS HC A07/MF A01

An Expert System contains a knowledge base, an inference engine, an explanation system, a model of the real world and a man machine interface. The types of reasoning include interpretation, monitoring, prediction and design, together with specializations of these, such as diagnosis and planning, and aggregations, such as debugging, instruction and control. A range of possible applications are described to illustrate these general tasks. The nature of the knowledge available, and some implementation problems, are identified. The applications include examples in the area of tectical decision elds, specifically sensor data interpretation, data fusion, threat assessment and resource allocation. Other topics include cockpit environments and intelligent tutoring. Finally, some of the problems that limit the immediate widespread adoption of the technology are discussed. Author An Expert System contains a knowledge base, an inference

Mag. 19635# N86-19635# George Mason Univ., Fairlax, Va.
APPLYING AI TO THE DIAGNOSIS OF COMPLEX SYSTEM **FAILURES**

K. DEJONG In AGARD Artificial Intelligence and Robotics 4 p. (SEE N86-19627 10-37) Sep. 1985 refs Avail: NTIS HC A07/MF A01

The expert system technology from the artificial intelligence (Al) community is being applied to a wide variety of problems including fault isolation in complex man made systems. The use of expert systems was explored in the automatic test equipment (ATE) area (with particular interest in applications to Navy (AIL) area (with particular interest in applications to Navy avionics gear). Several protype expert systems were built and discarded in the process of understanding how this technology can be usefully applied in the ATE world. The current views on these issues are summarized and an overview of the architecture of our latest prototype is required.

N86-24994# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). Structures and Materials

FATIGUE RATED FASTENER SYSTEMS

A01

H. H. VANDERLINDEN, ed. Loughton, England 1985 96 p. (AGARD-R-721; ISBN-92-835-1512-9) Avail: NTIS HC A05/MF

In recent years the aerospace industry has developed many ways of joining parts together; despite all innovations, however, ways or joining parts togetiner; despite all innovations, nowever, the most common means of doing this remains the mechanical fastener. The designer needs to know which fastener systems are the most efficient from his point of view, this report is the outcome of a collaborative program (sponsored by the Structures and Materials Panel of AGARD) which aimed to evaluate some of the available Fatigue-rated Fastener Systems. The program studie mber of systems; tests covered not only the fasteners mselves but also the preparation of the holes and the quality

39

STRUCTURAL MECHANICS

includes structural element design and weight analysis; fatigue;

N83-31081# Advisory Group for Aerospace Research and Development, Neulily-Sur-Seine (France). SOME CONSIDERATIONS ON SHORT CRACK GROWTH BEHAVIOUR IN AIRCRAFT STRUCTURES

Loughton, England Mar. 1983 30 p refs (AGARD-R-696; ISBN-92-835-1446-7; AD-A130952) Avait: NTIS HC A03/MF A01

The two papers included in this Report were pres 52nd Meeting of the Structures and Materials Panel as the first stage of a study of the problems encountered in predicting the behavior of short cracks. The fracture mechanics approach is being used for fatigue life assessment and durability evaluation of aircraft used for fatigue life assessment and durability evaluation of aircraft structures. Conventional crack growth prediction methods applied to smaller crack length ranges have met limited success so far. Short crack—may grow somewhat faster than expected by predictions using fracture mechanics data obtained from long crack specimens. The behavior of short cracks obviously is affected by some analysis and additional secondary loading effects not normally accounted for in the stress intensity determination but having likely effects in short crack growth. For individual titles, see N83-31062 through IRS-31062 through N83-31063

N83-31062# Force Wright Aeronautical Labs... Wright-Patterson AFB. Ohio EVALUATION SMALL CRACKS IN AIRFRAME STRUCTURES

H. A. WOOD (Aeronautical Systems Div.), J. L. RUDD, and J. M. POTTER In AGARD Some Considerations on Short Crack Growth Behaviour in Aircraft Struct. 12 p (SEE N83-31061 19-39) Mar. 1963 refs Avail: NTIS HC A03/MF A01

Avait: NTIS HC A03/MF A01
Small crack technology applications to airframe structures are discussed. Cracks with the size range of 1/10mm to 1mm have been used as the starting point for evaluating the safe and durable operational limits of older in-service aircraft and as criteria for the design of new structures. The development of these criteria are presented. Evidence of service cracking obtained from teardown inspections is presented to illustrate the characteristic sizes and shapes of cracks at structural fastener holes. Current methods for prediction growth are illustrated to the time through the for reselvent. predicting growth are judged to be less developed than for cracks in larger size ranges. A limited comparison of test and prediction is included. Finally, the influence of small cracks on residual strength and the potential degradation of fail safety are discussed with specific reference to a large transport aircraft. The authors conclude that the analysis of small crack growth behavior is far more complex than for intermediate and large sizes, and suggest additional research particularly the development of experimental data to support methodology development.

N83-31063# Royal Aircraft Establishment, Famborount

(England).

A REVIEW OF CRACK GROWTH THRESHOLD AND CRACK PROPAGATION RATES AT SHORT CRACK LENGTHS.

R. F. W. ANSTEE and P. R. EDWARDS. In AGARD. Some Considerations on Short Crack Growth Behaviour in Aircraft Struct. 12 p (SEE N83-31061 19-39) Mar. 1983 refs Avail: NTIS HC A03/MF A01 An initial flaw of 0.127 mm (0.005 inch) is specified to exist at

every hole, with larger flaws at the most critical locations. This does not mean however that no account is taken of fatigue crack initiation time; since the flaw specified is in practice an equivalent initial flaw which, using current crack propagation prediction techniques, gives a fatigue life which is equivalent to lives typical of service experience

N83-34374# National Aerospace Lab., Amsterdam THE APPLICATION OF FRACTURE MECHANICS TO THE GROWTH OF CREEP CRACKS H. P. VANLEEUWEN Jun 1983 58 o

(AGARD-R-705; ISBN-92-835-1453-X; AD-A132953) Avail: NTIS

HC A04/MF A01

The application of fracture mechanics to the growth of creep cracks is discussed. It is shown that linear elastic fracture cracks is chickesed. It is shown that linear elastic fracture mechanics were successfully applied to the residual strength of brittle materials, crack growth due to stress corrosion and crack growth due to fatigue. The methods are discussed to account plasticity. A survey is made of the attempts to correlate the crack growth rate under creep conditions with the stress intensity factor. the net section stress, the reference stress, the crack opening displacement rate, the contour integral J and the contour integral J*. Alternative methods to calculate J and J* are considered. A survey is also made of theoretical predictions of crack growth rate as a function of parameters that are considered to be

N65-24321# Advisory Group for Aerospace Research and

NOTIFICATION ACTIONS GROUP for Aerospace Research and Development, Noullity-Sur-Seine (France).

FATIQUE CRACK TOPOGRAPHY
Loughton, England Nov. 1984 238 p refs Conf. held in Sienna, Italy, 1-6 Apr. 1984
(AGARD-CP-376; ISBN-92-835-1480-7; AD-A152368) Avail: NTIS HC A11/MF 801

Available methods for determining the growth rate of cracks from their topography are reviewed and any shortcomings in these methods are noted. Further research and development is recommended. Phenomenological sepects of fatigue fractures; methods and means of crack front marking and fracture surface analysis techniques are emphasized. For individual titles see N85-24322 through N85-24336.

N85-24322# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

ESSENTIAL FEATURES IN FATIGUE FRACTURES AND REMARKABLE PHENOMENA IN FATIGUE CRACK GROWTH H. KLINGELE (Institute for Scanning Electron Microscopy, Munich, West Germany) In its Fatigue Crack Topography 28 p (SEE N85-24321 14-39) Nov. 1984 refs.

Avail: NTIS HC A11/MF A01

Estitute fracture is defined as the separation of material in

Fatigue fracture is defined as the separation of material in small steps with the least possible consumption of energy. Every solid material that shows even the smallest amount of remaining deformation before breaking can be separated by fatigue fracture including the mineral layers of Earth. Fatigue fracture always begins in the point of minimum strength, and avoids regions of high strength as well as obstacles. Fatigue fracture characteristics and origin are discussed. How to select the measuring line and the proper areas for quantitative evaluation is examined. Estimating invisible striations and finding the order of magnitude in destroyed fatigue fracture surfaces are explained. Examples of fatigue fractures in Earth's crust are cited.

N85-24323# Royal Aircraft Establishment, Farnborough (England). Materials and Structures Dept.
FATIGUE FRACTURE TOPOGRAPHY

P. J. E. FORSYTH In AGARD Fatigue Crack Topography 13 p (SEE N85-24321 14-39) Nov. 1984 refs Avail: NTIS HC A11/MF A01

Avai: NTIS HC A11/MF A01

The texture of a fatigue fracture can vary between the extremes of a bright reflective surface (with facets that may approach planarity) to a rough highly irregular surface. Roughness is imparted by microstructural heterogeneity in its various forms and represents tortuous fragmented crack paths. The degree of roughness generally increases with increasing stress and degree of triaxiality. The crack tip plastic zone is bound to increase with stress and increase with a paths lever section. inasmuch as the larger zone will encompass more off plane particles that initiate further microcracks, so the fracture becomes rougher. On a tiner scale of the fatigue striations, whether they relate to individual loads or to flight loads, i.e., (a ground air ground cycle), crack front deviation or titting from and to the general fracture plane occurs in a periodic manner. This can be demonstrated for both metals and polymers and frequently this deviation is considerably greater than the crack tip opening displacement. Abrupt changes in fracture reflectivity or abrupt changes in crack front tilt make very effective crack position markers, and the loading conditions to produce these can be

MB5-24324# National Aerospace Lab., Emmeloord FATIGUE CRACK PROPAGATION AND FRACTURE IN 7050 AND 7091 ALUMINUM ALLOY FORGINGS

B. J. H. WANHILL, H. J. KOLKMAN, and L. SCHRA In AGARD Fatigue Crack Topography 14 p (SEE N85-24321 14-39)

1984 refs Avail: NTIS HC A11/MF A01

Avail: NTIS HC A11/MF A01

The fatigue crack propagation and fracture behavior of 7050-1736 and 7091-17E69 aluminum alloy die forgings was investigated. Under spectrum loading, the fatigue crack propagation resistance of 7091-17E69 was greatly inferior owing to early commencement of tensile crack jumping, which also occurred under constant amplitude loading with R=0.5. Early crack jumping could be explained by application of Thomason's theory of tensile fracture. Fractographic and microstructural analysis provided support to this explanation and indicated that the oxides due to air atomization of the provider have a profound effect on the fatigue. air atomization of the powder have a profound effect on the fatique air atomization of the powder have a profound effect on the rangue and fracture properties of 7091-T7E69. It is concluded that the poor faligue crack propagation behavior of 7091-T7E69, which is a major limitation to its use in engineering structures, might be remedied by preparing the powder in inert environments. However, this may lead to unacceptable losses in strength. Author

85-24325# Aeronautical Systems Div., Wright-Patterson AFB,

Ohio.
TWO RECENT CASES OF MARKER LOAD APPLICATIONS ON CARGO/FIGHTER AIRCRAFT FATIGUE TESTS
D. R. ERSKINE and J. L. HOPKINS In AGARD Fatigue Crack Topography 20 p (SEE R85-24321 14-39) Nov. 1984 refs
Avail: NTIS HC A11/MF

Two applications of marker cycles under distinctly different loading spectra are discussed. The first spectrum represents a cargo aircraft load environment, with a maximum load case of 60% limit. The other spectrum represents a fighter usage with the usually high frequency of near limit load cycles. Examples are presented of the crack growth, the marking and the engineering approaches. The effects of the marker cycles on the natural growth are shown to be insignificant. Good fractographic correlation was found in both component and full scale tests.

N85-24326# Centre d'Essais Aeronautique Toukouse (France). EFFECT OF FLIGHT SEQUENCES IN COMPLEX LOAD

EFFECT OF FLIGHT SEQUENCES IN COMPLEX HISTORIES ON CRACK FRONT MARKING A. LIBERGE and C. BLEUZEN IN AGARD Falig Topography 25 p (SEE N85-24321 14-39) Nov. 1984 Avair. NTIS HC A11/MF A01 In AGARD Fatigue Crack

Some modifications of FALSTAFF were studied to promote the use of this loading spectrum in the case of structural large specimens testing, for which it is critical to assess a good specimens testing, for which it is critical to assess a good infactorgraphic traceability of the crack surface. Some modifications of FALSTAFF were studied for four spectra: (1) omission of the smallest load ranges of FALSTAFF; (2) gathering of severes flight of spectrum; (3) FALSTAFF with an overload to 8, fg. and (4) FALSTAFF with an overload to 8, fg. Aluminum alloys were tested for fatigue on open hole specimens, joint specimens - no load for fatigue on open hole specimens, joint specimens - no load transfer specimens - single shear specimen, high load transfer and secondary bending, and crack growth test on ASTM CT specimens. Spectrum (1) gives approximately the same fatigue tests results as FALSTAFF but its crack surface is not readable in fractography. Spectra (2), (3) and (4) look traceable in the range of crack rates from 3.10/5 to 10/2 mm per flight, but they have increased fatigue lifes comparatively to FALSTAFF. E.A.K.

Messerschmitt-Roelkow-Blohm/Vereinigte Flugtechnische Werke G.m.b.H., Bremen (West Germany).
GENERATION OF MARKER LINES BY MEANS OF MARKER LOADS

K. HOFFER and R. HILLBRECHT In AGARD Fatigue Crack Topography 7 p (SEE N85-24321 14-39) Nov. 1984 refs NTIS HC A11/MF A01

Avain: NIS FA A11/MF A01
Investigation fatigue damages revealed that it is extremely
difficult to pursue the crack formation whenever the tests simulate
flight by flight loads. Various methods to generate marker lines
were proposed. Fatigue tests (FALSTAFF flight by flight loads) were performed, i.e., const.-amplitude tests interspersed in their crack propagation phase at regular intervals. The number of simulated flight by flight cycles is reduced. These procedures aim simulated right by hight cycles is reduced. These procedures aim at achieving damage equivalence. The following requirements have to be met: (1) the crack propagation rates produced by interspersed constant amplitude loads must be equal to the rates that would have been produced by the load sequences not simulated in the flight by flight program; (2) the marker lines caused by the interspersed constant amplitude loads must be visible on the fatigue fracture surface.

N85-24328# Industrieanlagen-Betriebsgesellschaft m.b.H., Ottobrunn (West Germany).

GENERATION OF MARKER LINES ON FATIGUE FRACTURE SURFACES

M. KALWEIT In AGARD Fatigue Crack Topography 5 p (SEE N85-2421 14-39) Nov. 1984 refs Avail: NTIS HC A11/MF A01

Avait: NTIS HC A11/MF A01

A flight by flight loading program for a predominantly maneuver loaded military aircraft structure it was proposed, with respect to the generation of marker lines, to after the more or less arbitrary arrangement of the loading sequence which is representative for normal service operation. The 45 most severe load cycles in each particle sequence comprising of 250 flights were interspersed into the first 45 flights of each of the partial sequences. Fatigue tests with simple test shockings were run to investigate if with the with simple test specimens were run to investigate if, with the proposed loading arrangement, easily visible, clearly identifiable

marker lines could be operated. It was investigated if the concentration of the high load cycles in the first flights of a partial concentration of the high load cycles in the first flights of a partial load sequence would create any misleading test results with respect to crack propagation and fatigue life. Flight by flight fatigue tests with a total of nine notched AL specimens, loaded uniaxially in tension and compression, were performed. From these nine specimens, five were used to generate marker lines and the remaining four were used to determine fatigue life. The tests were conducted with two loading programs which differed only in the selected expression of load cycles. selected sequence of load cycle

N85-24328# Lockheed-California Co., Burbank.
PERIODIC LOADING SEQUENCES FOR THE SYSTEMATIC
MARKING OF FATIGUE CRACK FRACTURE SURFACES
J. C. EKVALL, L. BAKOW, and T. R. BRUSSAT in AGARD
Fatigue Crack Topography 9 p (SEE N85-24321 14-39) Nov.

1984 refs Avail: NTIS HC A11/MF A01

Periodic loading sequences which leave characteristic markings on the fracture surface are used for evaluating the results of crack growth tests. These markings aid in the evaluation of crack growth rates and prediction formulations, and define the shape of growth rates and prediction formulations, and define the shape of cracks at specific times during the test. To illustrate how loading sequences are used to produce regularly spaced fracture surface markings in crack growth tests, three examples are presented. These include a fighter spectrum, a transport spectrum, and constant amplitude loading sequences. The composition of each of the loading sequences is discussed, and photographs of some of their resultant fracture surface are shown. The fracture surface markings produced by the three loading sequences are visible to the naked eye and photographed without magnification

N85-24330# National Aerospace Lab., Amst MODIFICATIONS OF FLIGHT BY FLIGHT LOAD SEQUENCES TO PROVIDE FOR GOOD FRACTURE SURFACE READARII ITY

N. H. VANDERLINDEN In AGARD Fatigue Crack Topography 22 p (SEE N85-24321 14-39) Nov. 1984 refs Avail: NTIS HC A11/MF A01

In order to establish an inspection schedule for fatigue, critical fastener holes in the wing lower skir of a fighter aircraft, crack growth data under realistic loading was required. Experimental determination of these data was a logical choice since a representative specimen was available. However, the spectrum and load sequence, representative for the Dutch usage of the aircraft, do not mark the fracture surface well enough. Methods aircraft, do not mark the fracture surface well enough, methods to identify markers were evaluated scanning electron microscopy gives the best results. Goals, means of accomplishment and detailed results are described of a pilot program in which modifications of the load sequences were investigated. Simple center notched and complex representative specimens were used. version of the original sequence was validated. Author

N85-24331"# National Aeronautics and Space Administration. National Activations and Space Administration. Langley Research Center, Hampton, Va. ON THE USE OF MARKER LOADS AND REPLICAS FOR MEASURING GROWTH RATES FOR SMALL CRACKS M. H. SWAIN and J. C. NEWMAN, JR. In AGARD Fatigue Crack Topography 17 p (SEE N65-24321 14-39) Nov. 1984

Avail: NTIS HC A11/MF A01

The initiation and growth of small cracks (5-500 microns m) from edge notches in 2024-T3 aluminum alloy sheets were studied under constant amplitude loading. Two methods were used to measure crack shape and size. In the first method, striation marker bands were periodically formed along the crack front by interrupting the constant amplitude loading by either an elevated R-ratio load sequence, or by an overload sequence. In the second method, the surface crack length was monitored by taking surface replicas at regular intervals. The marker band techniques did not provide reliable crack kingth and crack shape information for cracks smaller than 2 mm. The replica technique provided accurate information for surface crack length at all crack lengths, and fracture tests on specimens with small cracks provided crack-shape information. Crack growth rates were plotted against the stress intensity factor ranges. The results exhibited the small cracks at the same Avail: NTIS HC A11/MF A01

stress-intensity factor range. A crack closure model was also used to analyze the growth of small cracks from small (inclusion) defects at the notch surface.

N65-24332# Aeronautical Research Inst. of Sweden, Bromma.
ON THE USE OF MARKER LOADS FOR FATIGUE CRACK

GROWTH MEASUREMENTS

B. PALMBERG In AGARD Fatigue Crack Topography 12 p
(SEE N65-24321 14-39) Nov. 1984 refs
Avail: NTIS HC A11/MF A01

The possibility of using blocks of constant amplitude loading to produce macroscopic marks in the fracture surfaces is investigated. The parameters to be selected are the maximum. marker load, the marker load ratio, the number of marker load cycles and the periodic interval between marker blocks. An optical stereo microscope is used to detect marker bands in the fracture surface. The parameters are chosen in order to obtain marker bands which appear as striation free when observed through a scanning electron microscope. Marker loads were added to both constant amplitude and spectrum loading during testing of two aluminum alloys. It was found that detectable marker bands can be produced and that the interaction effects seems to be small except when TWIST loading spectrum is used. Author

N85-24333# Air Force Wright Aeronautical Labs. Wright-Patterson AFB, Ohio.
FATIGUE CRACK TOPOGRAPHY AND CRACK GROWTH ANALYSIS

J. M. POTTER, W. R. GARVER (General Dynamics, Fort Worth, Tex.), K. M. KOEPEL (General Dynamics, Fort Worth, Tex.), and B. G. W. YEE (General Dynamics, Fort Worth, Tex.) In AGARD Fatigue Crack Topography 6 p (SEE N85-24321 14-39) 1984 refs

Avail: NTIS HC A11/MF A01

epped blocks, repeating tensile loads, and minimal ression loading are features of flight-by-flight load histories compre compression loading are features of flight-by-flight load histones shown to be effective in providing distinguishable marks on crack surfaces during spectrum-fatigue loading. A reflected-light optical microscope equipped with stage micrometers can be used to trace crack growth histories in a variety of materials. This method of data collection is low cost, enabling economical investigation of random variations in crack growth behavior and stabistical characterization. The distribution of time for a crack population to reach a given size in wrought aluminum is found to be adequately procleted by the Weilwight (Satishiyaho, Crack growth zales are found. modeled by the Weibuil distribution. Crack growth rates are found to be log-normal. A method is presented to determine crack growth rate populations when fracture surface markings are fragmentary. as in aluminum castings.

N85-24334# National Research Council of Canada, Ottawa (Ontario

(Ontario).

APPLICATION OF OPTICAL AND ELECTRON INCROSCOPIC TECHNIQUES IN THE FRACTOGRAPHIC DETERMINATION OF FATIGUE CRACK GROWTH RATES.

R. V. DAINTY In AGARD Fatigue Crack Topography 28 p. (SEE N85-4221 14-39). Nov. 1984 refs.

Avail: NTIS HC A11/MF A01.

The fractographic derivation of fatigue crack growth information is entirely dependent on the fractographer's ability to correlate accurately the striated fracture surface topography with the applied test or service loads. Some techniques developed to acquire this broad of committative information through the application of optical test or service loads. Some techniques developed to acquire this type of quantitative information through the application of optical and electron microscopy are reviewed. Fractographic analyses of fatigue specimens and components that failed during laboratory and full-scale aircraft latigue tests are presented. These analyses show how the identification and correlation of various fatigue load. application formats, i.e., constant amplitude, programmed block, flight-by-flight and random loading, can be utilized to derive this type of experimental crack growth data.

N85-24335# Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt, Cologne (West Germany).

NEW AMALYSIS ASPECTS OF THE FATIGUE CRACK PROPAGATION BEHAVIOR BY SEM IM STU MICROSCOPY

K. SCHULTE, K. H. TRAUTMANN, and H. NOWACK In AGARD Fatigue Crack Topography 10 p (SEE N85-24321 14-39) Nov 1984. refer 1984 refs Avail: NTIS HC A11/MF A01

In stu analyses of fatigue crack propagation in a SEM enable a more detailed observation of the fatigue process. This is of special value for variable amplitude loading conditions, where pronounced crack accelerating and decelerating effects occur. Results of the in situ observation are shown and are compared to the fracture surface morphology in the interior of the specimen and in the vicinity of the specimen surface. Author

N85-24336# Industrieanlagen-Betriebsgesellschaft m.b.H. Ottobrum (West Germany)
CRACK PROPAGATION UNDER CONSTANT AND VARIABLE
STRESS ASSULTIDES: A COMPARISON OF CALCULATIONS
BASED ON THE STRIATION SPACING AND TESTS
J FOTH and W SCHUETZ IN AGARD Fasque Crack Topography
9 p (SEE N85-24321 14-39) Nov 1984 1984

NTIS HC A11/MF A01

The stration spacing was determined from fractographic examinations and compared to the crack growth rates in experiments both for constant amplitude and variable empitude loadings for 6 different typical commencial aircraft alloys (TriBuHV 7075-T7351, 2024-T3, AZ 74-61 HP 9-4-30, INCONEL 718) The following conclusions can be drawn (1) under constant ampitude loadings strations are observed only in a limited region of crack growth rate and stress intensity range, respectively, depending upon the material, (2) for constant amplitude loading the stristion upon the material, (2) for constant amplitude loading the stration specing follows a straight line when plotted vs. crack growth rate (log-log plot) for all materials under consideration. (3) the crack growth behaviour is inhomogeneous over the entire fracture surface for a given crack length leading to considerable scatter of the striation spacing, which has to be taken into account when assessing the crack growth rate from stration spacing measurements. (4) for a tactical aircraft flight-by-flight loading sequence a correspondence of striation patierms on the fracture surface and typical sections of the loading sequence could not be achieved, and (5) an assessment of the stresses having acted from fractographic striation spacing measurements leads to good to fair results for constant amplitude but not for variable amplitude loading.

43

EARTH RESOURCES

Includes remote sensing of earth resources by aircraft and spacecraft; photogrammetry, and sensi photography

N64-15646# Advisory Group for Aerospace Research and Development, Neutly-Sur-Seine (France).
PROPAGATION FACTORS AFFECTING REMOTE SENSING BY RADIO WAVES

NAUTO WAYES
Loughton Aug. 1983 399 p refs in ENGLISH end FRENCH
Symp. held in Oborammergau, West Germany. 24-28 May 1983
(AGARD-CP-345; ISBN-92-835-0257-4; AD-A137559) Avail: NTIS HC A17/MF A01

The purpose of the symposium was to survey progress in the The purpose of the symposium was to survey progress in the field, and to bring together scientists and engineers working the different wavelen, th regions to encourage cross tertifization and to enable performance compenisons between systems. Satellite system factors are discussed. Rader tracking ice mapping, over the horizon rader, and backscattering are among the topics discussed. For individual titles, see N64-15647 through N64-15675. N84-15647# European Space Agency. Centre Spatial de Toulouse (France). Remote Sensing Programme Div.
THE EUROPEAN SPACE AGENCY'S EARTH OBSERVATION SATELLITE PROGRAMMES

Propagation Factors Affecting Remote Sensing by Radio Waves 9 p (SEE N84-15646 06-43) Aug. 1983
Avaii: NTIS HC A17/MF A01

Avail: NTIS HC A17/MF A01

The European Space Agency's Earth observation programs are discussed. The Sirio-2 program, a system for meteorological data distribution mainly over Africa, and a laser synchronization experiment for time standards, is discussed. Emphases is placed on the elements of the remote sensing program in which mainly polar and quasi-polar, Sun-synchronous satellite orbits are used. The Earth network of ground stations, Spacelab, and ERS-1 as

N84-15648*# Jet Propulsion Lab., California Inst. of Tech.,

Pasadena.
REMOTE SENSING WITH SPACEBORNE SYNTHETIC
APPERTURE IMAGING RADARS: A REVIEW
J. B. CIMINO and C. ELACHI In AGARD Propagation Factors
Affecting Remote Sensing by Radio Waves 16 p (SEE N84-15646
06-43) Aug. 1983 refs
(Contract NASZ-100)

Avail: NTIS HC A17/MF A01 CSCL 17L

A review is given of remote sensing with Spaceborne Synthetic Aperture Radars (SAR's). In 1978, a spaceborne SA was flown on the SEASAT satellite. It acquired high resulution images over many regions in North America and the North Pacific. The acquired high development of the sensitive temperature in the sensitive sensitive temperature in the sensitive s data clearly demonstrate the capability of spaceborne SARs to: image and track polar ice floes; image ocean surface patterns including swells, internal waves, current boundaries, weather including swells, internal waves, current boundaries, weather boundaries and vessels; and image land features which are used to acquire information about the surface geology and land cover. In 1981, another SAR was flown on the second shuttle flight. This Shuttle Imaging Radar (SIR-A) acquired land and ocean images over many areas around the world. The emphasis of the SIR-A experiment was mainly toward geologic mapping. Some of the key results of the SIR-A experiment are given.

N84-15649# Marconi Co. Ltd., Chelmsford (England).

OCEAN WAVE IMAGING BY SAR
S. ROTHERAM In AGARD Propagation Factors Affecting Remote Sensing by Radio Waves 20 p (SEE N84-15646 06-43) Aug.

refs NTIS HC A17/MF A01

SAR imagery of the sea surface contains wave-like features. The direct imaging problem is to describe the image of a given sea surface. Four approaches are given. These are linear imaging. Fourier series, functional expansion and asymptotic methods. Of particular interest is the loss of wave modulations due to nonlinear particular interest is the loss of wave modulations due to nonlinear velocity bunching. The image power spectrum is analyzed using functional expansions and the azimuthal banding is explained by stochastic nonlinear velocity bunching. The theoretical results agree closely with SEASAT data and some examples are given. The inverse sea imaging problem is to describe the sea surface corresponding to a given image. Some preliminary results using linear inversion techniques are given.

N84-15650# SRI International Corp., Mento Park, Calif.
PROPAGATION EFFECTS IN SATELLITE-BORNE SYNTHETIC APERTURE RADARS
C. L. RINO and V. H. GONZALEZ

In AGARD Propagation Factors Affecting Remote Sensing by Radio Waves 12 p (SEE N84-15646 06-43) Aug. 1983 refs (Contract DNA001-51-C-0010)

Avail: NTIS HC A17/MF A01 Satellite-borne synthetic aperture radars (SAR), such as Satellite-borne synthetic aperture radars (SAR), such as SEASAT, can map large segments of the Earth's surface with a resolution better than 10 m. This high resolution is achieved by processing data coherently from a 10-to-20 km path along the satellite orbit. SEASAT operates at L band, where severe, naturally occurring propagation disturbances are rare except near the geomagnetic equator. On the other hand, because of the large aperture involved, loss of spatial coherence of phase can occur even when no significant amplitude scintillation is present. Computations were made that model the distortion of a point target for typical high-latitude scintillation conditions. The results show

that severe degradation of reconstructed SAR images can occur. on occasion, from natural ionospheric disturbances. To confirm these results, the SEASAT data base was searched for obvious examples of the kind of distortion expected. Several examples were found. Through a fortunate coincidence, incoherent-scatter radar data were available in which the likely source region of one of the disturbances was identified.

N84-15651*# Kansas Univ., Lawrence Remote Sensing Lab. RADAR AND INFRARED REMOTE SENSING OF TERRAIN, WATER RESOURCES, ARCTIC SEA ICE, AND AGRICULTURE In AGARD Propagation Factors Affects ing by Radio Waves 22 p (SEE N84-15646 06-43)

Avail: NTIS HC A17/MF A01

Avait: NTIS HC A17/MF A01

Radar range measurements, basic waveforms of radar systems, and radar displays are initially described. These are followed by backscatter from several types of terrain and vegetation as a function of frequency and grazing angle. Analytical models for this backscatter include the facet models of radar return, with range-angle, velocity-range, velocity-angle, range, velocity, and angular only discriminations. Several side-looking arborne radar recognitions are presented. Radar impace of Archite sea, see free. angular only oldernminations. Several sole-looking amoone radar geometries are presented. Radar images of Arctic sea ice, fresh water lake ice, cloud-covered terrain, and related areas are presented to identify applications of radar imagery. Volume scatter models are applied to radar imagery from alpine snowfields. Short pulse ice thickness radar for subsurface probes is discussed in fresh-water ice and sea ice detection. Infrared scanners, including multispectral, are described. Diffusion of cold water into a rive Arctic sea ice, power plant discharges, volcanic heat, and related areas are presented in thermal imagery. Multispectral radar and infrared imagery are discussed, with comparisons of photographic, infrared, and radar imagery of the same terrain or subjects.

Labor toire d'Etude des Transmissions Ionospheriques, Cachan (France)

ADAPTIVE PROTECTION OF DETECION SYSTEMS OPERATING BY SPREAD SPECTRUM I PROTECTION ADAPTIVE DES SYSTEMES DE DETECTION FONCIONNANT PAR ETALEMENT C. GOUTELARD and A. JOISEL. In AGARD Propagation Factors

Affecting Remote Sensing by Radio Waves 13 p (SEE N84-15646 06-43) Aug. 1983 refs In FRENCH; ENGLISH summary Avait: NTIS HC A17/MF A01

Avail: NTIS HC A17/MF A01

Spectral congestion in the decametric range (3 - 30MHz) is such that jamming (whether voluntary or involuntary) is now an important parameter in propagation. To reduce or eliminate such jamming effects, frequency littlering or spatial filtering (with or without nulling antennas) may be used, separately or together. The spectral spreading technique is well known in telecommunications and teledetection. Whenever the perturbing signal spectrum range is smaller than that of the useful signal, a simple band fifter reduces jamming, but this afters the spectrum of the received signal and that modifies its ambiquity function. Such deterioration may be avoided by introducing a non-linear operator. The limiting factors are essentially the technological constraints for the material, in particular freatment time and dynamic. The system performance is illustrated in experimental results and may be compared with the results obtained using classical techniques.

N64-15653# Laboratoire d'Etude des Transmissions

N84-15653# Laboratore d'Etude des Transmissions tonospheriques, Cachan (France)
CONTENDING WITH JAMMING IN DECAMETRIC WAVES IN AN ADAPTIVE SYSTEM OF ALL-DIRECTIONAL ANTENNAS LILUTTE CONTRE LE BROUNLAGE EN OMDES DECAMETRIQUES DANS UN SYSTEME D'AERIENS ADAPTIF ORIENTABLE TOUT AZIMUT!
C. GOUTELARD and A. JOISEL /// AGARD Propagation Factors Affecting Remote Sensing by Radio Waves 14 p (SEE N84-15646 06-43) Aug. 1963 refs in FRENCH; ENGLISH summary Avail: NTIS HC A17/MF A01

) Aug. 1983 refs in NTIS HC A17/MF A01

Panoramic observation in space using decements: wave radar raises the problem radiating lobe orientation. The desired angular resolutions (about 1 deg) fix the system dimensions, and necessatate electronic orientation of the beam. Two major techniques are employed. The first consists in an alignment array

which allows a limited sector to be explored with resolutions of less than one degree. Panoramic exploration requires the use of several systems. The second technique consists in the use of networks possessing rotational symetry and equiped with omnidirectional radiation antennas, or "log periodic" type antennas. omnorectional radiation antennas, or "log pendod:" type antennas. Resolution is of the order of a few degrees and secondary lobe protection is only modest. An all-directional exploration system is described, using a surface array. Resolution is of the order of a few degrees but there is considerable protection of the secondary lobes. The "nulling pattern antennas" technique can be associated with the system to ensure jamming protection. Author

N94-15654# Rome Air Development Center, Hanscom AFB, Mass. Electromagnetic Sciences Div. HF OVER-THE-HORIZON MAPPING OF THE GREENLAND

G. S. SALES In AGARD Propagation Factors Affecting Remote Sensing by Radio Waves 12 p (SEE N84-15646 06-43) Aug.

Avail: NTIS HC A17/MF A01

Aveai: NTIS Ho. ATT/MIF AUT Continuous observation of the Greenland area using a high frequency over-the-horizon Sounding system in the North Atlantic region produced a data base for the analysis of backscatter reflectivity at high frequencies (6-30 MHz) from the Greenland decap. The proximity of these observations to the auroral region generated the additional complication of excess losses due to D-region absorption. This statistical data base produced a mapping of the icecap thickness, with backscatter reflectivities that vary from -5 dB to -15 dB below the signals returned from the surrounding sea water. A statistically meaningful daytime absorption of the order of 5 dB was measured over Greenland. At night the significantly increased auroral absorption and atmospheric i reduced the system's sensitivity, making mapping impossible

NS4-15655# Birmingham Univ. (England). Dept. of Electronic

and Electrical Engineering.

A REVIEW OF PROPAGATION AND SCATTERING FACTORS IN REMOTE-SENSING AND SHIP-TRACKING BY HF RADAR

E. D. R. SHEARMAN In AGARD Propagation Factors Affecting Remote Sensing by Radio Waves 13 p (SEE N84-15646 06-43)

NTIS HC A17/MF A01

Avait: NTIS HC 41//MF AVI The propagation-loss, noise and scattering mechanisms involved in ground-wave radar for sea state sensing and ship-tracking are first reviewed, taking as an example a coastal installation in the U.K. Techniques for extracting surface-current, surface-wind and directional sea-wave spectrum from first and sea-echo are described, with reference to the influence of the antenna directivity and propagation factors. The special factors affecting ship-tracking in range, azimuth and Doppler are illustrated. The use of sky-wave radar for sea-state sensing and for assessing the ionospheric layer configuration and propagation mode patterns is discussed. Sea-state sensing is shown to require real-time propagation assessment for effective frequency-management. Rapid sweep frequency, sweep-azimu and Doppler analysis are shown to be desirable.

N84-15656# Science Research Council, Chilton (England)

NBA-13858/ Science Hessearch Council, Chilton (England).
IONOSPHERIC FACTORS AFFECTING THE PERFORMANCE OF
HF SKY-WAVE SEA-STATE RADARS
P. A. BRADLEY, E. N. BRAMLEY, A. J. GIBSON, and J. W. KING
I'M AGARD Propagation Factors Affecting Remote Sensing by
Radio Waves 10 p (SEE N84-15846 08-43) Aug. 1983 refs
Avail: NTIS HC A17/MF A01

Avail: NTIS HC A17/MF A01

This paper contains an assessment, partly theoretical and partly based on observations, of the impact of various ionospheric factors on the usefulness of the HF sky-wave sea-state radar technique. The points discussed include the following: (1) The ionospheric propagation modes available will not permit all parts of the ocean which it is desired to investigate to be illuminiated at all times in such a way that good-quality Doppler spectra are obtained. Es-mode propagation generally results in good-quality Doppler spectra from which information about the sea waves can be inferred, but F-mode propagation yields poor spectra which can only be used to deduce the surface wind direction. (2) Doppler shifts associated with vertical ionospheric motions give spectral contamination which limits the amount of information that can be

derived. Spectral contamination also arises under conditions of oerwed Spectral containmation also arrises tribuse continuous or multi-mode propagation and when high- and low-angle rays are present (3) Lack of knowledge of the height of reflection of the sky-wave signals means that the area of ocean probed cannot be located accurately (4) The azimuthal spreading (arising because of the antenna beam width) and range spreading (caused by ionospheric tilts and corrugations and associated with the finite radar pulse width) both result in Doppler contamination of the

N84-15657# Communications Research Centre. Ottawa

AN PROGRAMME OF EXPERIMENTAL OF SEA-STATE CHARACTERISTICS BY CANADIAN E A GUI IN EMENT SKY-WAVE RADAR

E. L. WINACOTT, C. ROCHE (Centre for Cold-Ocean Resources

Engineering, St. Johns, Newfoundland), and J.Y. K. CHAN (Miller Communications Systems, Citawa) // AGARD Propagation Factors Affecting Remote Sensing by Radio Waves 17 p (SEE N84-15646 06-43) Aug 1983 rets Avair: NTIS HC A17/MF A01

In June, 1980, a limited programs of sky-wave radar measurements was undertaken to investigate the feasibility of measuring sea-state characteristics off the coast of Newfoundland The program involved the collection of data by the Communications
Research Centre's (CRC) Sampled Aperture Receiving Array (SARA) facility at Ottawa, the compilation of ground-truth maps of wave height, wind velocity and ice coverage by the Centre for Cold-Ocean Resources Engineering (C-CORE) in Newfoundland. and data analysis and interpretation by both agencies. A number of day-time experimental runs were made between October. 1980, and April, 1982. Because it was telt that ionospheric disturbances would preclude the recording of useful results, runs were made, as much as possible, only during periods of relatively quiet ionospheric conditions. As was expected from the earlier experience of U.S. workers, maps of wind direction usually could be derived from the data, but maps of wave heights were quite be derived from the data, but maps of wave magins were quite sparse; less than one-quarter of the data were useful. In fact, since the acceptance criterion developed by the U.S. workers was found to reject virtually all of the Canadian data; a manual acceptance technique had to be employed. While this technique has made possible the recovery of experimental results, it would be impractical in an operational radar. Determination of other sea-state characteristics, such as sea-wave spectra, the magnitude of the swell component or independent measurement of wind speed, was not possible from the data collected.

N84-15656# Naval Ocean Systems Center, San Diego, Calif Ocean and Atmospheric Sciences Div. F-REGION VARIABILITY AND HF-PROPAGATION

A. K. PAUL In AGARD Propagation Factors Affecting Remote Sensing by Radio Waves 13 p (SEE N84-15646 06-43) Aug.

Avail: NTIS HC A17/MF A01

A program conducted during the winter 1980/1981 in Brighton, Colorado, with a modern digital ionosonde was aimed towards improvement of knowledge regarding the temporal variations. Rapid sequences of ionograms were taken in irregular intervals and the analysis concentrated mainly on the maximum usable frequency MUF (3000) as a very sensitive combined indicator for variations MUF (3000) as a very sensitive combined indicator for variations in height and electron density. This quantity could be computed automatically with very high precision. Other quantities obtained were the critical frequency of the F-region, estimates for its height of maximum and half thickness, Doppler webootly and angle of arrival. Some of the results are: short term variations of the MUF arrival. Some of the results are: short term variations of the MUF-(3000) can have much larger amplitudes than previously expected from hourly data. Changes close to 50 percent within half an hour were observed. No correlation between gravity wave activity and magmetic activity could be found. There is some indication that high gravity wave activity is caused by severe weather systems. Local titls of 5 deg and more were observed during periods of high gravity wave activity. The area of high or low gravity wave activity seems to be very large (more than 1000 km radius).

43 EARTH RESOURCES

N84-15659# Lowell Univ., Mass Center for Atmospheric

AUTOMATIC ELECTRON DENSITY PROFILES FROM DIGITAL

W REINISCH, R. R. GAMACHE, and J. S. TANG. In AGARD. Propagation Factors Affecting Remote Sensing by Radio Waves
11 p (SEE N84-15646 06-43) Aug 1983 refs ntract F19628-80-C-0064)

Avail. NTIS HC A17/MF A01 Over-the-honzon HF radar detection and sea state monitoring require fairly precise knowledge of the longspheric reflection point.

Automatic scaling of longgrams and calculation of the vertical Automatic scanning of ionograms and calculation in the verification point characteristics in real time if adequate ionosondes are available at the expected mid-points. The automatic scaling algorithm developed at the University of Lowell extracts the E and F region traces from Digisonde ionograms without any human intervention. traces from Digisonde ionograms without any human intervention and automatically produces the corresponding electron density profiles. The algorithm was tested on several thousand Digisonde ionograms covering the four seasons, day, night, quiet and disturbed conditions, as observed at the AFGL Ionospheric Observatory, Goose Bay, Labrador All important ionospheric parameters are automatically retrieved foF2, foF1, fminF, MUF(3000), M(3000), range spread, frequency spread, hF, hF2, foE, foEs, fminE, h'Es, and signal amplitude as function of frequency. The electron density profile skort/fmi uses a polynomial frequency. The electron density profile algorithm uses a polynomial profile-fitting method and is part of the automatic procedure

N84-15660# Hulburt (E.O.) Center for Space Research, Washington, D.C. Ionospheric Effects Branch
DETERMINATION OF PROPAGATION LIMITATIONS AT HF BY REAL-TIME UPDATE OF A COMPUTER MODEL FROM OBLIQUE SOUNDER DATA

D. R. UFFELMAN In AGARD Propagation Factors Affecting Remote Sensing by Radio Waves 12 p (SEE N84-15646 06-43) Aug. 1983 refs Avail NTIS HC A17/MF A01

The Naval Research Laboratory has an active program which involves an assessment of the HF propagation channel by coupling computer models of the channel to data obtained from oblique sounders Currently, this technique draws upon models of maximum usable frequency (MUF) resident in programs such as IONCAP and the Navai Ocean Systems Center (NOSC) PROPHET SYSTEM (MINIMUF 3.5) and relates this model to real-time measurements of the maximum observed frequency (MOF) over a reference path. Measurements from the reference path are used to update the models and the driving parameters which are ascertained from this process are used to access the maximum observed frequency over paths disjoint from the reference path. In the experimental approach, NRL employs a network of oblique sounders to determine the success of the technique. One link in the network is designated the control path and the other links are designated as experimental paths to which the results of the model update are compared. The comparison criterion is rms error between the modelled parameters and the measurements of those same parameters over the various links. Initial results indicate that for F-region propagation near the maximum observed frequency under benign and moderately disturbed conditions, update of the MINIMUF mode improves performance by as much as a factor of four. The results for the IONCAP are much less encouraging, at least in this case, however. It is suggested that this approach could be utilized in selective calling systems as well as automated frequency control of systems such as that being developed for Project Cross Fox

N84-15661# Hulburt (E. O.) Center for Space Research, Washington, D.C. Ionospheric Effects Branch.
ON THE UTILIZATION OF FONOSPHERIC DIAGNOSTICS IN THE SINGLE-SITE LOCATION OF HE EMITTERS

J.M. GOODMAN and D. R. UFFELMAN In AGARD Propagation Factors Affecting Remote Sensing by Radio Waves 13 p (SEE N84-15648 06-43) Aug. 1983 refs
Avail: NTIS HC A17/MF A01

The Naval Research Laboratory conducted an experiment during the latter half of calendar year 1992 which dealt with the problem of HF Single-Site-Location (SSL) as envisioned for the U.S. Army Rear Echelon HF Comint System (RECS) This

experiment was conducted for the purpose of certifying a base SSL system and the test was identified simply as the SSL-BCT (Baseline Certification Test). Two specific approaches to SSL were examined during the experiment which was conducted from a base station located at Fort Ord, California, For the most part the desire was to examine two competing SSL techniques in an environment which simulated an actual operational situation, viz. a single-blind experiment. As control, however, there was a period (Phase 1) during which each competing technique was calibrated against known HF emitters. Measurements were made using a variety of emitters located at short, medium, and moderately long ranges to the east of Fort Ord. The results of these tests, in which systems developed by Southwest Research Institute and Technology for Communications international were exercised, have not yet been released. However, generalized conclusions have been reached To be assured that the ionospheric channel was properly specified the SSL-BCT test range was instrumented as fully as possible Oblique ignosondes, vertical incidence ignosondes, Faraday rotation polarimeters, and satellite-borne topside sounders were used for the purpose of ionosphenc specification. This paper describes the general SSL-BCT approach and the type of results. which were obtained but it emphasizes the various approaches to ionospheric specification required for optimum SSL operation

N84-15662# General Electric Co., Syracuse, N.Y.
EXTRATERRESTRIAL RADIO NOISE AND ITS EFFECT ON RADAR PERFORMANCE

G. H. MILLMAN In AGARD Propagation Factors Affecting Remote Sensing by Radio Waves 8 p (SEE N84-15646 06-43) 1983 refs

Avail: NTIS HC A17/MF A01

In this paper, the flux densities of radio frequency radiation from the quiet Sun and other cosmic noise sources are presented as a function of frequency. The conversion of flux density to apparent antenna temperature is discussed. An evaluation is made of UHF radar system degradation, i.e., the reduction of radar-range capability, due to the presence of the Sun, discrete radio stars and distributed noise sources in the Galaxy.

N84-15663# Royal Norwegian Council for Scientific and Industrial Environmental Surveillance Technology Research, Kjeller Programme

MULTIFREQUENCY SCATTERING FOR HARACTERIZATION AND IDENTIFICATION: A SUMMARY OF RECENT RESULTS

D. T. GJESSING In AGARD Propagation Factors Affecting Remote Sensing by Radio Waves 8 p (SEE N84-15646 06-43) Aug. 1983 refs Avail: NTIS HC

NTIS HC A17/MF A01

An optimum illumination and detection system which is capable of adapting itself to target against a terrestrial background through an adverse propagation medium is described in depth. This is multifrequency radar system, lends itself directly to simple computer control in a manner which is very familiar to the computer scientist Results from simple mathematical models are presented and some preliminary experimental verifications are offered.

N84-15664# Illinois Univ., Urbana-Champaign. Dept. of Electrical EFFECT TURBULENT ATMOSPHERE ON

THE EFFECT OF TURBULENT ATMOSPHERE ON BACKSCATTERED WAVES
K. C. YEH and C. H. LIU In AGARD Propagation Factors
Affecting Remote Sensing by Radio Waves 6 p (SEE N84-15646 06-43) Aug. 1983 refs (Contract NSF ATM-82-08931) Avail: NTIS HC A17/MF A01

In radar detection of targets the backscattered waves are traveling through the same region as the incident wave. When the region is occupied by a turbulent atmosphere, the backscattered wave is therefore expected to be correlated with the incident wave As a matter of fact, these two oppositely traveling waves are related through a reciprocity theorem. This reciprocity theorem is shown to be valid by using the Feynman path integral solution of the parabolic equation. For the problem at hand the path integral is just the propagator which enters naturally in calculations of the mutual coherence function. This mutual coherence function is evaluated for several cases; when the incident wave is a narrow or broad beam wave, and when the target is a single point or a random reflecting screen with finite correlation size. The aperature averaged mutual intensities are also evaluated. The results show that under certain conditions the backscattered power can be intensified to above the free space value. The turbulent atmosphere can also broaden the apparent target size under some other conditions. These and other results will be presented and discussed

N84-15665# TRW Space Technology Labs., Redondo Beach,

THE NATURE OF MICROWAVE BACKSCATTERING FROM WATER WAVES

S. W. KWOH and B. M. LAKE In AGARD Propagation Factors
Affecting Remote Sensing by Radio Waves 16 p (SEE N84-15646) Aug. 1983 refs NTIS HC A17/MF A01

A recent laboratory study shows that Bragg scattering by itself is not a adequate description for microwave backscattering from water waves, it may account for part of the scattering, but reflection from specular facets and wedge-like diffractive scattering from small radius crests of waves can predominate. Two experiments were performed. The first experiment was performed on wave paddle-generated short gravity waves. Using a scanning laser slope gauge to measure the surface and the moments method to compute paddla gauge to measure the surface and the moments method to compute the scattering, it was found that the small radius crests of such waves can be the more dominant source of scattering and that the description of such scattering is closer to wedge diffraction than Bragg scattering. The second experiment was performed on wind waves. It was found that at low wind the Doppler spectrum is narrow peaked but it gradually evolves to become a doubly peaked spectrum at high wind. Analysis shows that low wind scattering is indeed Bragg scattering. At high wind, the lower frequency peak again is due to Bragg scattering from rough patches, whereas the higher frequency peak is due to scattering from waves not unlike the paddle-generated short gravity waves.

N84-15666# Laboratoire Central de Telecommunications, Paris

MULTIPLE PATHS ON THE OCEAN SURFACE [TRAJETS

MULTIPLES SUR LA SURFACE DE LA MERI
M. FOURNIER In AGARD Propagation Factors Affecting Remote
Sensing by Radio Waves 17 p (SEE N84-15646 06-43) Aug.
1983 refs

NTIS HC A17/MF A01

Avail A realistic model of propagation affected by multiple paths on the sea surface is considered in an effort to develop a computer program for use in studying systems work operating in such an environment. The compatibility of laws of hydrodynamics with those of statistics are examined in order to obtain an appropriate description of the sea surface. A linear model is proposed and its validity is assessed. The statistics of a diffuse signal in the ocean surface environment are obtained for direct signals, coherent signals, and diffuse signals. The choice of an electromagnetic theory to describe the effects of backscattering is explored. The model proposed describes as correctly as possible the spatio-temporal correlation of the signal and introduces oceanographic data from experiments.

Transl. by A.R.H.

N84-15667# Racal-Decca Ltd., Chessington (England).

10 CM RADAR GROUND CLUTTER MEASUREMENTS TAKEN FROM A COASTAL STEAMER RADAR ON PASSAGE FROM BERGEN TO NORTH CAPE IN MAY 1982

P. D. L. WILLIAMS In AGARD Propagation Factors Affecting Remote Sensing by Radio Waves 15 p (SEE N84-15646 06-43)

Aug. 1963 refs Avail: NTIS HC A17/MF A01

Avail: NTIS HC A17/MF A01

The range of R.C.S. values from a high rising natural coastline viewed by radar on a ship proceeding along that coast from 1 to 10 miles away. The range of R.C.S. values from the mountainous country just inland of the first coastal echo. The likely range of spatial filling factor of inland ground clutter and radar detection of aircraft flying overland in these regions using interclutter visibility rather than classic DOPPLER MTI methods of "sub clutter".

N84-15668# Segnalamento Marittimo ed Aereo S.p.A., Florence

STATISTICAL DATA ON ANOMALOUS PROPAGATION IN THE TYRRHENIAN SEA USING AN X-BAND LINK
V. SACCO, P. P. LOMBARDINI, and G. MARSIGLIA

Propagation Factors Affecting Remote Sensing by Radio Waves 7 p (SEE N84-15646 06-43) Aug. 1983 refs
Avail: NTIS HC A17/MF A01

Anomalous propagation is heavily dependent on climate. The Mediterranean climate is particularly nch on ducting phenomena. An X-band link has been established between Vesima, near Genoa Art A-bard link has been statushed between vesimila, hear derival (transmitter) and Leghorn (receiver) with the intent of gathering data on existence and repeatibility of ducting in the Tyrrhenian Sea. The link distance is 87.5 nautical miles. The heights of the transmitting and the receiving antenna are 5 mt. over the sea level. Data of signal intensity are recorded every half hour. Data and evaluations from a first period of working are presented. Also a relationship between ducting and climatic stability is presented.

N84-15669# Marconi Co. Ltd., Great Baddow (England).
A LONG RANGE PROPAGATION EXPERIMEN
INVESTIGATE THE INCIDENCE OF ANOM
PROPAGATION IN THE NORTH ATLANTIC EXPERIMENT

G. C. RIDER and J. CLARKE (Royal Signals and Radar Establishment, Malvern, England) In AGARD Propagation Factors Affecting Remote Sensing by Radio Waves 12 p (SEE N84-15646 06-43) Aug. 1983 refs

Avail: NTIS HC A17/MF A01

The significance of enhanced range on air to ground paths is reviewed and the paper describes an experiment to collect maximum range data on an oversea path. A Secondary Surveillance maximum range data on an oversea path. A Secondary surveillance Radar sited in the Hebrides was used to observe civil air traffic crossing the North Atlantic, and a cumulative distribution of range extending to 0.1% of the year is presented as a result of 14 months of observation. The modifications made to the radar antenna and display in order to provide sufficient system sensitivity. are described. About 99% of the observations are shown to be satisfactorily modelled by employing an exponential atmosphere with linear N profiles as measured by a suitably sted radiosonde station, Ocean Weather Ship 'L', to model the first 1 Km of height. The remaining 1% of observations, the extreme range cases, are examined in some detail and are attributed with reasonable confidence to ray bending in passage through elevated layers

N84-15670# Arete Associates, Inc., Encino, Calif.
LIDAR REMOTE SENSING OF INTERNAL WAVES AND
OPTICAL PROPERTIES

OPTICAL PROPERTIES

S. C. LUBARD, L. R. THEBAUD, and R. F. LUTOMIRSKI (Pacific Sierra Research Corp., Los Angeles) In AGARD Propagation Factors Affecting Remote Sensing by Radio Waves 13 p (SEE N84-1564-606-43) Aug. 1983 refs

Avail: NTIS HC A*7/MF A01

The theoretical basis and recent experimental results on the The theoretical basis and recent experimental results on the remote sensing capability of a lidar probing down into the ocean are summarized. The emphasis will be on the detection of modulations in the lidar return induced by the internal wave displacement field. The experiment included a high precision lidar operated through a plexiglass window flush with the keel of a drifting ship. Internal waves were measured simultaneously and nearly coincidentally with a chain of thermistors. Measured ocean nettral procedure is proportional to the procedure of the procedu optical properties included vertical profiles of beam attenuation coefficient, (spectral) diffuse attenuation coefficient, point spread function and local particulate backscattering versus time at several depths. Coherences between the lidar return at various depths and internal wave displacements have been determined for several blocks of data and indicate detections of internal wave induced modulations in the lidar return.

43 FARTH RESOURCES

N84-15671# Science Applications, Inc., San Diego, Calif SATELLITE MEASUREMENTS OF MARINE AEROSOLS GRIGGS In AGARD Propagation Factors Affecting R sing by Radio Waves 5 p (SEE N84-15646 06-43)

(Contract N00014-77-C-0489; N00228-82-C-6199; MO-A01-78-00-4092) Avail: NTIS HC A17/MF A01

Avair. NIIS HC A17/MF A01

The ability to measure atmospheric aerosols over ocean surfaces was demonstrated using several different satellite sensors. LANDSAT data originally showed that a linear relationship exists between the upwelling visible radiance and the aerosol optical thickness. Analysis of NOAA-6 AVHRR data obtained at several thickness. Analysis of NOAA-6 AVHRR data obtained at several different locations, in coincidence with ground truth measurements, show that the Channel 1 (0.65 microns) radiances can be used to determine the aerosol optical thickness. The good agreement between the results at different locations suggests that the technique could be used in an operational system. A technique using Channel 1 and Channel 2 (0.86 microns) radiances to determine the aerosol size distribution is discussed, and, in spite of uncertainties in the satellite and ground truth data, a preliminary problems between that result assimilates of the size distribution can analysis shows that useful estimates of the size distribution can be obtained. Author

N84-15872# Tetra Tech, Inc., Pasadena, Calif.
TECHNIQUES FOR MEASURING RADIANCE IN THE AIR AND

W. H. WELLS In AGARD Propagation Factors Affecting Remote Sensing by Radio Waves 17 p (SEE N84-15646 06-43) Aug. 1983 refs

Avail: NTIS HC A17/MF A01

Measurements of scattered sunlight often employ simple radiometers that are incapable of scanning azimuth phi and zenith angle theta. Instead, they measure integral moments of the radiance. Consider a set of N+1 meters designed to measure moments lambda sub 1 through lambda sub N+1. If each meter is judiciously designed, then the lambda sub j may be processed quite simply to deduce inherent properties of the scattering medium. quite simply to deduce innerent properties of the scattering medium, namely N moments of the volume scattering function. In the optimum design, each meter has an angular response that approximates a polynomial of degree N in cost theta. The theory of these meters is based on Bottzmann's equation of radiative transfer expressed in terms of spherical harmonics, a form in which this equation is particularly simple.

N84-15673°# Scripps Institution of Oceanography, La Jolla, Calif. Visibility Lab.

PASSIVE REMOTE SENSING OF OCEAN OPTICAL

PROPAGATION PARAMETERS

PROPAGATION PARAMETERS
R. W. AUSTIN and B. L. MCGLAMERY In AGARD Propagation
Factors Affecting Remote Sensing by Radio Waves 11 p (SEE N84-15646 06-43) Aug. 1983 refs
(Contract NASS-26249; N00014-78-C-0566)
Avail: NTIS HC A17/MF A01

A method is described for producing a global data of ocean optical properties through the exploitation of optical remote sensing techniques. The diffuse attenuation, K, and the radiance reflectance factor R sub L, of the ocean surface waters can be derived from the radiance data provided by the Coastal Zone Color Scanner and compiled into a computer based atlas of these properties. while these remotely sensed values can only be directly related to the water properties in the first or upper attenuation length, extensive in water measurements have demonstrated that a useful correlation exists between the K that applies to the upper attenuation length, for example, and the mean K over the upper 100 or 200 meters of the ocean. Such an empirical finding greatly enhances the usefulness of this remotable sensed conceptions. enhances the usefulness of this remotely sensed propagation parameter. Examples of the type of information being produced and archived for the atlas are presented.

Author N84-15674# National Aeronautics and Space Administration. Goddard Space Flight Center, Greenbeit, Md.
REMOTE SENSING OF ATMOSPHERIC PRESSURE AND SEA
STATE FROM SATELLITES USING SHORT-PULSE
MULTICOLOR LASER ALTIMETERS

MULTICOLOR LASER ALTIMETERS
C. S. GARDNER, B. M. TSAI, and J. B. ABSHIRE In AGARD
Propagation Factors Affecting Remote Sensing by Radio Waves
11 p. (SEE N84-15646 06-43) Aug. 1983 refs Prepared in
cooperation with Illinois Univ., Urbana
(Contract NSG-5049)
Avail: NTIS HC A17/MF A01 CSCL 20E

Short pulse multicolor laser ranging systems are currently being developed for satellite ranging applications. These systems use Q-switched pulsed lasers and streak tube cameras to provide timing accuracies approaching a few picoseconds. Satellite laser ranging accuracies approaching a few picoseconds. Satellite laser ranging systems was used to evaluate many important geophysical phenomena such as fault motion, polar motion and solid earth tides, by measuring the orbital perturbations of retroreflector equipped satellites. Some existing operational systems provide range resolution approaching a few millimeters. There is currently considerable interest in adapting these highly accurate systems for use as airborne and satellite based altimeters. Potential applications include the measurement of sea state, ground topography and atmospheric pressure. This paper reviews recent progress in the development of multicolor laser altimeters for use in monitoring sea state and atmospheric pressure.

N84-15675# SRI International Corp., Menlo Park, Calif.
IN SITU CHARACTERIZATION OF SEAWATER USING A
COMPUTERIZED SUITE OF OPTICAL INSTRUMENTS
R. C. HONEY and C. A. MOORE In AGARD Propagation Factors

Affecting Remote Sensing by Radio Waves 12 p (SEE N84-15646 06-43) Aug. 1983 refs Avail: NTIS HC A17/MF A01

A suite of instruments is described that measures the parameters required as sea truth for a shipborne lidar system Novel optical configurations are used with digital electronics to efficiently measure beam transmission, backscattering, beam spread function, and diffuse spectral attenuation. All sensors are linked to a single desktop computer for data collection and analysis in near real time at sea. The instrumentation is described, and representative data are presented.

52

AEROSPACE MEDICINE

Includes physiological factors; biological effects of radiation; and

Advisory Group for Aerospace Research and N83-22999# Development, Neuilly-Sur-Seine (France).

MEDICAL ASPECTS OF SURVIVAL: TRAINING FOR

T VERHEIJ Loughton, England Jan. 1983 23 p refs (AD-A128157; ISBN-92-835-1442-4; AGARD-AG-283) Avail: NTIS HC A02/MF A01

Maintenance of health, medical aid to survivors, general management of injuries, heat and cold exposure, specific injuries, survival illnesses, and medical aspects of escape and evasion

Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).
MEDICAL ASPECTS OF SURVIVAL: TRAINING FOR

T. VERHTIJ Jun. 1983 23 p refs. In FR version document was announced as N83-22999 (AGARD-AG-283(FR); AGARD-AG-283(ENG); In FRENCH English

ISBN-92-935-1442-4) Avail: NTIS MC A02/MF A01
Maintenance of health, medical aid to survivors, general management of injuries, heat and cold exposure, specific injuries. survival illnesses, and medical aspects of escape and e-

Advisory Group for Aerospace Research and N84-15788# Development, Neuilly-Sur-Seine (France).

SLEEP AND WAKEFULNESS HANDBOOK FOR FLIGHT
MEDICAL OFFICERS

A. N. NICHOLSON (Inst. of Aviation Medicine, Farnborough, England) and B. M. STONE (Inst. of Aviation Medicine, Farnborough, England) Nov. 1983 103 p. In FRENCH Previously s N82-27972

announced as Noz-2/9/2
(AGARD-AG-270(FR)) Avail: NTIS HC A06/MF A01
Sleep and wakefulness related to aircrew and the aviation
environment are discussed. Eight topics are covered: alertness
and sleep, sleep, Circadian rhythms, shiftwork, transmeridian flight, operations and irregularity of work, disorders of sleep arousal, and hypnotics.

Advisory Group for Aerospace Research and N84-21062#

Development, Neuilly-Sur-Seine (France).

SUSTAINED INTENSIVE AIR OPERATIONS: PHYSIOLOGICAL
AND PERFORMANCE ASPECTS
Loughton, England Nov. 1983 220 p refs in ENGLISH and
FRENCH Conf. held in Paris, 18-22 Apr. 1983
(AGARD-CP-338; ISBN-92-835-0343-0; AD-A139324) Avail:
NTIS HC AI/ME ANI

NTIS HC A10/MF A01

symposium addressed the aeromedical and human factors aspects of the capabilities of aircrew and ground crew to perform their duties at high intensities at irregular times of the day and night over many days or weeks under military operational conditions. Laboratory studies on the measurement of aircrew workload, the effects of disturbances of circadian rhythms and deprivation of sleep and the use of hypnotics and stimulants to influence sleep and wakefulness are reported. The effects of protective equipment and procedures on air and ground crew with particular reference to fast jet and helicopter operations are examined. Field studies of fatigue, performance and physiological disturbances in aircrew and ground personnel engaged in sustained air operations are described. For individual titles, see N84-21063 through N84-21081.

N84-21063# Aerospace Medical Research Labs., Wright-Patterson AFR Ohio

CONCEPTUAL FRAMEWORK FOR THE DEVELOPMENT OF WORKLOAD METRICS IN SUSTAINED OPERATIONS

R. D. DODNNELL (Wright State Univ.) and F. T. EGEMEIER (Systems Research Labs., Inc.) In AGARD Sustained Intensive Air Operations 10p (SEE N84-21062 11-52) Nov. 1983 refs NTIS HC A10/MF A01

In sustained operations, the cumulative effect of workload may lead to unpredicted, catastrophic human failure. Workload assessment, however, has suffered from the lack of an overall. standardized framework which would permit development of sensitive, predictive metrics. Such a general framework is developed based on the view that workload is a multiply-determined hypothetical construct conveniently summarizing the interactions which limit task performance. Major task, operator, and response factors are presented, and related to metrics available or being developed for assessing these factors. The framework is then utilized to suggest the broad outlines of a research program leading to standardization of workload assessment in sustained operations

21064# Aerospace Medical Research Lab ht-Patterson AFB, Ohio. Workload and Ergonomics Branch N84-21064# Research Labs. Wright-Patterson AFB, Ohio. Workload and Ergon THE U.S. AIR FORCE NEUROPHYSIOLOGICA TEST BATTERY: CONCEPT AND VALIDATION R. D. ODONNELL. In AGARD Sustained Intensive 10p (SEE N84-21082 11-52) Nov. 1983 refs Avail: NTIS HC A10/MF A01 CAL WORKLOAD

Avair. Into FIG. ALL/MF 2001.

In order to provide measures of specific human capabilities and resources, the U.S. Air Force Aerospace Medical Research Laboratory is developing workload metrics spanning the entire spectrum, from task analysis through subjective and behavioral measures. In addition, neurophysiological measures have been investigated for a number of years with respect to their sensitivity in assessing workload. As a result of these studies, a test battery consisting of six different electrophysiological measures in eleven different forms was constructed. The tests selected were based on extensive laboratory data which indicated some probability that each measured an aspect of workload and might be appropriate

and practical in applied settings. This test battery is currently undergoing validation studies in simulator environments and successfully validated tests will be incorporated into a second generation neurophysiological test battery to be used in field workload assessment. The overall rationale of the tests selected, as well as some of the experimental evidence supporting their use as workload assessment devices are detailed. Validation studies and plans for future test modifications are also presented

Aerospace Medical Research Labs.. Wright-Patterson AFB, Ohio. Workload and Ergonomics Branch. BEHAVIORAL AND SUBJECTIVE WORKLOAD METRICS FOR

OPERATIONAL ENVIRONMENTS
C. A. SHINGLEDECKER I/ AGARD Sustained Intensiv. Operations 10p (SEE N94-21062 11-52) Nov. 1983 refs Avail: NTIS HC A10/MF A01

The assessment of crew performance capability under conditions of sustained intensive air operations requires the use of specialized measures of operator workload which are matched to the nature of the investigation and to the environment in which the workload evaluation must be conducted. In many cases, the effects of severe combined stressors and of aircrew performance requirements on mental workload cannot be studied in the laboratory, and must be addressed in high fidelity simulation or during operational test exercises. The advantages and limitations of traditional subjective report and behavioral measures of workload for application in operational environments are examined. In addition, efforts at the U.S. Air Force Aerospace Medical Research Laboratory to develop improved field-usable subjective and behavioral secondary task metrics are described. M.G.

N84-21066# Aerospace Medical Research Labs.. Wright-Patterson AFB, Ohio. Human Engineering Div. LABORATORY STUDIES OF AIRCREW CHEMICAL PROTECTIVE ENSEMBLE: EFFECTS ON PILOTS' PERFORMANCE

G. R. MCMILLAN, W. J. CODY (McDonnell-Douglas Astronauti Co.), and R. G. MILLS In AGARD Sustained Intensive in In AGARD Sustained Intensive Air Co.), and R. G. MILLS If AUARTH Sustained international Coperations 18p (SEE N84-21062 11-52) Nov. 1983 refs. Avail: NTIS HC A10/MF A01

The results of a U.S. Air Force program designed to quantify

the effects of current and near-term chemical protective gear on pilot performance are described. The first phase of the program consisted of a sensitivity analysis to determine which aspects of pilot performance should be evaluated, the anticipated performance decrements, the stress mechanisms presumed to be operating decrements, the stress mechanisms presumed to be operating, and the flight simulations required to quantify the effects of the protective ensemble. To date, two full-mission laboratory experiments have been completed. These experiments evaluated the currently fielded USAF aircrew ensemble and a proposed integrated Chemical Defense System. Reductions in pilot performance were observed with both systems under simulated hot environmental conditions. However, the pilots strongly preferred the Integrated Chemical Defense System's eye-respiratory protective gear. The data suggest that thermal stress, produced by the multiple layer body protective gear, caused the performance

Deutsche Forschungs- und Versuchsanstalt für Luft- und Raumfahrt Cologne (West Germany). Inst. fuer

Flugmedizin.
CIRCADIAN RHYTHMS AND SUSTAINED OPERATIONS.

H. M. WEGMANN and K. E. KLEIN In AGARD Sustained Intens Air Operations 7p (SEE N84-21062 11-52) Nov. 1983 refs Avail: NTIS HC A10/MF A01

Sustained operations necessarily conflict with the circadian system in several ways: changes in the habitual work-rest cycle, shifts in meal- or sleep-timing, intense activity during night hours, sleep deprivation and disruptions of the normal synchrony between body functions and environment. When these rhythm disturbances affect performance, they become operationally significant. Their consequences are discussed and factors are described which influence the range of performance oscillation. Of particular operational relevance are motivation, sleep and physical exercise. Under certain conditions they can help to overcome deficits in performance and periods of diminished efficiency

N84-21068# Centre de Recherches du Service de Sante des

Armoss, Lyons (France).

VARIATIONS IN STATES OF ALERTNESS DURING CONTINUOUS OPERATIONS AT THE CONTROL POST LEVEL (VARIATIONS DES ETATS DE VIGILANCE AU COURS OPERATIONS CONTINUES AU NIVEAU D'UN POSTE DE DAMMANDEMENT]

J. FOURCADE, A. BUGUET (Niamey Univ.), R. BUGAT (Centre d'Etudes et de Recherches Biophysiologiques Appliques a la Marine), and C. RAPHEL /n AGARD Sustained Intensive Air ns 16p (SEE N84-21062 11-52) Nov. 1983 refs

Avail: NTIS HC A10/MF A01

Avea: NTIS THE ATUME AND THE WORLD T psychoergonomic evaluation. Urinalyses were also performed. Hypnograms from the neurophysiology of sleep tests show a difference in sleep deprivation for the two subjects because of the hours worked and the degree of comfort during sleep. Occipital and temporal deprivation obtained by EEG is plotted and results of the urinalysis are discussed. It is concluded that persons responsible for cognitive and decision making tasks at a control post must have a nearly normal amount of sleep.

Transl. by A.R.H.

N84-21069# Defence and Civil Inst. of Environmental Medicine,

THE EFFECTS OF SLEEP LOSS AND SUSTAINED MENTAL WORK: IMPLICATIONS FOR COMMAND AND CONTROL ERFORMANCE

R. G. ANGUS and R. J. HESLEGRAVE In AGARD Sustained Intensive Air Operations 21p (SEE N84-21062 11-52)

1983 refs Avail: NTIS HC A10/MF A01

Avait: NTIS HC A10/MF A01

During sustained military operations was investigated. Subjects were required to perform continuous cognitive work in an environment modelled after a command post during sustained battle. They assumed the role of operations duty officers and were required to handle message traffic during a 54-hour period of wakefulness. Performance was evaluated by monitoring the subjects' message-processing ability and by other objective tests embadded in and interspersed evolutilities. embedded in and interspersed around the messages. Data are presented to show that sleep loss and sustained mental work can have dramatic effects on cognitive functions, even during the first night to sleep loss. The data also revealed that under this continuous cognitive workload, performance systematically declined. After 18 hours, performance declined substantially and remained at this fower lever for approximately another 24 hours. Performance then declined again to a level that would generally be viewed as unacceptable.

N64-21070# Royal Air Force Inst. of Aviation Medicine,

Hoyal Air Force Inst. of Availub Medicine, Famborough (England).

ADAPTATION TO IRREGULARITY OF REST AND ACTIVITY

A. N. NICHOLSON, B. M. STONE, R. G. BORLAND, and M. B. SPENCER. In AGARD. Sustained Intensive Air Operations 6p (SEE N84-21082 11-52). Nov. 1983 refs.

Avail: NTIS HC A10/MF A01

The adaptation to conventional shiftwork is discussed in reference to circadian rhythmicity, quality of sleep, and general effectiveness of the individual during air operations. Observations of sleep parameters, physiochemical tests, and performance results or steep parameters, physiconemical tests, and periorized reprovided evidence that during a lengthy period of irregular sleep and work, efficiency impairment increases. Circadian rhythmicity, the length of time on a task and cumulative sleep loss contributed to the impaired ability of the individuals. The most adverse effects were minimized by avoiding prolonged periods of work extending to the latter part of the night and by avoiding sleep loss. M.A.C.

N84-21071# Institute for Perception RVO-TNO, Soesterberg (Netherlands). SOME ISSUES IN RESEARCH ON EFFECTS OF SUSTAINED WORK AND SLEEP LOSS ON PERFORMANCE
A. F. SANDERS In AGARD Sustained Intensive Air Operations

8p (SEE N84-21062 11-52) Nov. 1983 Avail: NTIS HC A10/MF A01

The effects of sustained operations, sleep loss and diurnal rhythms in relation to human performance demands was examined. Performance impairment, sleep loss, alertness, motivation, reaction Performance impairment, sieep loss, alermess, motivation, reaction time, and task duration were used to establish performance guidelines. Short term tests suggested that directly interpreting input and handling output was impaired after sleep loss. The effects on performance of actual time-at-work are minor as compared to those of sleep loss and disturbance of diurnal rhythms. M.A.C.

N84-21072# Royal Air Force Inst. of Aviation Medicine. Farnborough (England).
HYPNOTICS AND AIR OPERATIONS

A. N. NICHOLSON In AGARD Sustained Intensive Air Operations 8p (SEE N84-21062 11-52) Nov. 1983 refs Avail: NTIS HC A10/MF A01

Avail: NTS HC a 10 MF AUT

The selection and use of hypnotics for personnel involved in air operations is discussed. Diazepam (5 to 10 mg) is an excellent hypnotic when used occasionally for both night time and day time sleep, but it should not be ingested more than once every 48 hours and more than twice in 7 days. Temazepam and oxadepam a also useful, but oxazepam (15 to 30 mg) is unlikely to shorten sep onset. Triazolam (0.125 to 0.25 mg) can be used daily if this is essential - and this is so with the other trazolodiazepine, brotizolam (0.25 to 0.25 mg). Midazolam (10 to 20 mg) with its very short short elimination half-life is a promising hypnotic in the context of shiftwork. If hypnotics are to be used in the mangement of sleep difficulties in those who carry out skilled work a drug with which the individual is familiar must be used. It should be given at the lowest dose, and as infrequently as possible. There should be an interval of 24 h between ingestion and commencement of duty their use is supervised. Under these circumstances the interval may be reduced to 12 hours.

N64-21073# Centre de Recherches du Service de Sante des Ventre de necherores du Service de Sante des Armees, Lyons (France). PSYCHO-ERGONOMIC PROBLEMS PRESENTED BY THE PROLONGED WEARING OF GAS MASKS IPROBLEMES PSYCHO-ERGONOMIQUES POSES PAR LE PORT PROLONGE

DE MASQUES A GAZ) J. FOURCADE and C. RAPHEL. In AGARD Sustained Intensive Air Operations 13p (SEE N84-21082 11-52) Nov. 1983 refs

In FRENCH Avail: NTIS HC A10/MF A01

The adaptation of man to the gas mask and the constraints that wearing this protective device continuously from 16 to 48 hours imposes on his living and working were investigated in 34 subjects over a two year period without simulating a toxic chemical environment. The relation of the mask wearer with his environment, with other mask wearers, with the mask itself, and with nourishment were investigated. Results discussed cover the effects of the mask on visual tasks, sensorimotor adjustment (writing, walking, driving, use of instruments, etc.), verbal communication, and the making of medical examinations. The opinions of the subjects on ther of medical examinations. The opinions of the subjects on unaffective and mental states are examined including individual dynamics, sociability, the tendency for isolation, annoyance with the mask during work, manifestations of pain, sleeping conditions, and general comfort. Liquid feeding, caloric intake, and gastric A.R.H.

Army Aeromedical Research Lab., Fort Rucker, N84-21074# A MINE ALL ACADO. K. A. KIMBALL In AGARD Sustained Intensive Air Operations 17p (SEE N84-21082 11-52) Nov. 1983 refs

Avail: NTIS HC A10/MF A01

Avail: NTIS HC A10/MF A01
Six graduates of initial rotary wing training flow a UH 1H
helicopter for up to 4 hours while wearing each of clothing
ensembles. Each aviator wore the standard flight suit. the US
chemical defense (CD) ensemble, and the United Kingdom (UK)
CD ensemble in hot weather (mean WBCT 29 C). Skin temperatures

(chest, thigh, upper arm, and calf), rectal temperature, heart rate, and preflight and postflight body weights were recorded. Cognitive testing was conducted preflight, postflight, and on nonflight days. Aviator performance measures were also obtained during flight. Well acclimatized aviators were able to fly at least 2 hours without terminated flight for medical reasons (heart rates 40 bpm or nauses) while wearing the US ensemble. The susceptible subjects tended to be older and heavier. Heart rate was indeed to be the tended to be older and heavier. Heart rate was judged to be the most sensitive indicator of heart stress. Cognitive testing and flight performance data obtained during this exercise did not demonstrate changes as a function of the type of flight ensemble worn during the test, nor did flight performance serve as a predictor of heart

N84-21075# School of Aerospace Medicine, Brooks AFB, Tex.

Research Total And Command Post Operations
TACTICAL AND COMMAND POST OPERATIONS
TACTICAL AND COMMAND POST OPERATIONS
TACTICAL AND COMMAND POST OPERATIONS
TOTAL TO

W. F. STORM /n AGARD Sustained Intensive Air Operations 16p (SEE N84-21062 11-52) Nov. 1983

Avail: NTIS HC A10/MF A01
Self ratings of subjective fatigue and sleep logs provide a simple and useful means of evaluating aircrew during real world operations involving large numbers of participants working irregular schedules. Evaluations of extended USAF operations involving transport, tactical, and airborne command post systems are reviewed. Following outboard crew rest on C-141 transport aircraft flying 8 to 9 hour missions, aircrew performance in simulator missions was significantly deteriorated and accompanied by reports of severe latigue. Tactical aircrews are being trained and evaluated in unit flying at the fast pace expected in the first crucial days of an niying at the last pace expected in the first crucial days of an armed conflict. Flying 2 to 3 sorties a day for a week or more resulted in reports of only moderate fatigue. Daily fatigue was ameliorated by a night of quality sleep. During a 10 hour airborne command post mission, crew fatigue was moderate and not suggestive of compromises in performance. After mission completion, severe levels of fatigue were reported.

N84-21076# Bergen Univ. (Norway).
ATTENTION, PERFORMANCE, AND SUSTAINED ACTIVATION IN MILITARY AIR TRAFFIC CONTROLLERS
N. URSIN, S. GRAHNSTEDT, T. HANSEN, K. MYHRE, P. K. OPSTAD, B. WALTHER, and H. ANDERSEN (Inst. of Aviation Medicine) In AGARD Sustained Intensive Air Operations 10p (SEE N84-21062 11-52) Nov. 1983 refs Prepared in cooperation with the Norwegian Defense Research Establishment, Kjeller (Norwey). (Norway)

Avail: NTIS HC A10/MF A01

Trained military air traffic controllers report increased anxiety following, and demonstrate increased heart rate and urinary level of epinephrine during a session of ground control interception. This type of activation has no detrimental effects on health, and is probably necessary for efficient performance even in well trained and coping personnel. There was also some rise in plasma levels of cortisol, but no other endocrine signs of any general activation. However, if the coping potential of the men is threatened, in a real life situation, the activation picture is expected to be totally different, with a general activation which is far more taxing both on the information treating capacity and on the brain biochemistry. Psychological defense mechanisms will then be activated, which also impede performance. These psychological and physiological mechanisms are difficult to mimic, and occur only when the individual feels a real danger and threat to his or her coping Author Psychological defense mechanisms will then be activated, which

Centre d'Etudes et de Recherches de Me

Aerospatiale, Paris (France).

SUSTAINED PHYSICAL ACTIVITY IN DIVERSE SITUATIONS:
METABOLIC AND HORMONE DATA (L'AVTIVITE PHYSIQUE
SOUTENUE DANS DIVERSES SITUATIONS DONNEES
METABOLIQUES ET HORMONALES)

P. C. PESQUIES and C. Y. GUEZENNEC In AGARD Sustained Intensive Air Operations 8p (SEE N84-21062 11-52) Nov. 1983 refs In FRENCH

Avail: NTIS HC A10/MF A01

Physical activity undergone or repeated during more than three hours, at a level corresponding to more than 50% of VO2 max

involves a hormonal table characterized by an elevation of cortisol and a lowering of testicular androgens. The intimate mechanisms which led to this hormonal table, characterized by an antagonism between the catabolic and anabolic hormones as well as the consequences of the metabolism is demonstrated in studies of white Wistar rats. The regulation of metabolism during environmental constraints encountered by military personnel is discussed with emphasis on physical exercises, exposure to cold. and deprivation of food.

N84-21078# Centre d'Essais en Vol. Bretigny-Air (France). Lab

THERMAL CONSTRAINTS IN A HELICOPTER DURING LONG DURATION FLIGHTS UNDER EXTREME CLIMATIC CONDITIONS (CONTRAINTES THERMIQUES EN HELICOPTERE AU COURS DES VOLS DE LONGUE DUREE EN AMBIANCES CLIMATIQUES EXTREMES)

C. BOUTELIER, E. MAURICE, C. LEFIEVRE, and G. GUERIN AGARD Sustained Intensive Air Operations 7p (SEE N84-21062 11-52) Nov. 1983 refs in FRENCH Avaii: NTIS HC A10/MF A01

The physiological and psychophysiological effects of extreme climatic conditions on helicopter crews were observed and analyzed. It is concluded that the operational efficiency of flight crews can be obtained by adopting four measures: (1) preliminary acclimatization of the crews; (2) limitation of hours of flight with a possibility for rest between flights in a climatized environment; (3) improvement of the comfort and ergonomics of the pilot station and (4) improvement of equipment and a partial or total individu

N84-21079# Royal Air Force Inst. of Aviation Medicine, Farnborough (England).
WORKLOAD OF PERSONNEL ENGAGED IN AIR DEFENCE

R. G. BORLAND and A. S. ROGERS In AGARD Sustained Intensive Air Operations 6p (SEE N84-21062 11-52) Nov. 1983

Avail: NTIS HC A10/MF A01

Workload is defined in many ways and the methods employed to quantify workload are a legion. Jahns (1972) suggested the subject should be divided into the three broad areas of input load operator effort and work result, while Hartman (1961) has input load as the sum of all requirements imposed on an operator at any instant by the system. In the past it was common practice to limit the system to the local environment or crew station practice to limit the system to the local environment or crew station and to consider the engineerings, physiological and psychological factors affecting the operator, and little attention was given to studying the workload imposed by the daily pattern of work and rest, for as Selye (1974) points out, stress is a reasonably normal component in every day life and can be adaptive, but cumulative stress becomes maladaptive and ultimately then stress becomes distress. The three studies reported were designed to establish the normal pattern of work and rest of selected personnel from operational units engaged in air defense and to identify possible areas of high workload or stress

N84-21080# Royal Air Force Inst. of Aviation Medicine, Farnborough (England) HUMAN FACTORS OF AIR OPERATIONS IN THE SOUTH ATLANTIC CAMPAIGN

J. A. BAIRD (Royal Air Force Strike Command) and A. N. NICHOLSON In AGARD Sustained Intensive Air Operations 4p (SEE N84-21062 11-52) Nov. 1983 refs

(SEE N64-21/02 11-32) nov. 1933 1613
Avail: NTIS HC A10/MF A01
The role of human factors engineering in the management of the invasion of the Falkland Islands by the United Kingdom in April 1982 is discussed. Sorties of very long duration and intensive rates of work were two particular problems that were studied. During the South Atlantic Campaign advice on human factors proved of great significance in determining the frequency of sorties and the number of sorties flown by each crew. Flight Supervisors re given clear directives about crew scheduling and flight m officers monitored all aircrew. The aircrew on Ascension Island were given priority for accommodation to ensure good rest facilities and their feeding was closely supervised Hypnotics were extensively used for the first time with very beneficial results. A total of some 1,000 RAF aircrew were involved in Operation

Corporate and morale and motivation remained at a very high R.J.F. level throughout the campaign.

Institut fuer Wehrmedizin und Hygiene, Koblenz (West Germany). Physiology and Ergonomics Div.

SUSTAINED MILITARY OPERATIONS WITH PARTICULAR REFERENCE TO PROLONGED EXERCISE
G. KLEINHANSS and G. SCHAAD In AGARD Sustained Intensive Air Operations 8p (SEE N84-21082 11-52) Nov. 1983 refs

Avail: NTIS HC A10/MF A01

The effects of sleep deprivation and intense work are studied The effects of sleep deprivation and interior won as successful to be context of military operations. Motivation was found to be a important feature in tests performance.

N84-21082# Advisory Group for Aerost Development, Neutlly-Sur-Seine (France). NON-INVASIVE METHODS OF (EXPLORATION IN AEROSPACE MEDICINE Advisory Group for Aerospace Research and CARDIOVASCULAR

R. CARRE (Centre Principal d'Expertise Medicale du Personnel Navigant de l'Aeronautique), R. AMORETTI, A. COIGNARD, J. COLIN, A. DIDIER, J. DRONIOU, J. F. GAILLARD, C. HILLE, P. LANTRADE et al. Loughton, England Dec. 1983 213 p. refs (AGARD.AG-277(E); ISBN-92-835-1464-5; AD-A138965) Avaii:

NTIS HC A10/MF A01

Noninvasive methods of cardiography used in determining flight fitness for flight personnel were examined. These methods include standard electrocardiogram and cardiac radiography analysis of standard electrocardiogram and cardiac radiography analysis of heart abnormalities, continuous electrocardiograph monitoring, study of ventricular pre-excitations syndromes, X ray fluorescence of the cardiovascular system, and information on the exercise electrocardiogram. The merits of each technique as it applies to aerospace medicine in general and flight crew fitness in particular is discussed. For individual titles, see N84-21083 through N84-21097.

Centre Principal d'Expertises Medicales du N84-21083# Personnel Navigant de l'Aeronautique, Paris (France). MAIN ELECTROCARDIOGRAPHIC ABNORMALITIES IN THE MEDICAL EXAMINATION OF FLYING PERSONNEL

MEDICAL EXAMINATION OF FETHING PENSURREL.

M. CARRE, A. DIDIER, and H. ILLE In AGARD Non-Invasive Methods of Cardiovascular Exploration in Aerospace Med. p 1-12 (SEE N84-21082 11-52) Dec. 1983 refs

Avail: NTIS HC A10/MF A01

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The electrocardiographic tests that qualify flight personnel for duty on very high performance aircraft were examined. Tests included electro-cardiographic recordings for certain arrhythmias, night and left bundle blockage or deviation, Wolff-Parkinson-White syndrome, atypical ventricular repolarization, and sequella of myocardial infarctus. The significance of each disorders as it applies to flight personnel was discussed.

N84-21084# Hopital d'Instruction des Armees, Paris (France).
VENTRICULAR PRE-EXCITATION SYNDROMES

J. DRONIOU In AGARD Non-Invasive Methods of Cardiovascular Exploration in Aerospace Med. p 13-24 (SEE N84-21082 11-52)

Dec. 1983 refs
Avail: NTIS HC A10/MF A01
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Avail: NTIS HC A10/MF A01
was discussed. Current understanding of the disorder as well as disgnosis, prognosis, classification, and mechanisms of the disease as it applies to flight personnel was presented. Electro cardiographs detailing characteristic tachyarrhythmias of the syndrome were

NS4-21085# Hopital d'Instruction des Armees, Versailles THE EXERCISE ELECTROCARDIOGRAM

G. LEGUAY and A. SEIGNEURIC In AGARD Non-Invasive Methods of Cardiovascular Exploration in Aerospace Med. p 25-63 (SEE N84-21082 11-52) Dec. 1983 refs

all: NTIS HC A10/MF A01
The use of the exercise electrocardiogram (EECG) in the determination of the exercise electrocarbogram (EECG) in determination of physical fitness was thoroughly discussed. Factors effecting the results of the EECG such as maximum oxygen consumption, cardiac output, and basic techniques of EECG such were presented. A comparison between a normal EECG and that of a graph showing coronary failure was included. The EECG must be interpreted by taking into account the intensity of exertion, nature of the ST shift, HRxBP product, age, sex, and risk factor such as smoking or hypertension. In an asymptomatic population such as military personnel, the EECG cannot be used as a reliable means of mass acreening for coronary failure.

N84-21086# Hopital d'Instruction des Armees, Versailles

CONTINUOUS ECG MONITORING BY THE HOLTER METHOD G. LEGUAY and A. SEIGNEURIC In AGARD Non-invasive Methods of Cardiovascular Exploration in Aerospace Med. p 65-81 (SEE N84-21082 11-52) Dec. 1983 refs

The Holter method of continuous electrocardiograph (ECG) recording in the active subject was discussed with primary focus on heart arrhythmias and repolarization disorders. The technical aspects of the recorder, lector, and computer were examined. The method aids in the indication of antiarrhythmic medication efficiency, including the speed and duration of drug action. Continuous ECG recording allows close monitoring of coronary artery disease treatment and patients with heart pace makers.

N64-21087# Hopital d'Instruction des Armees, Versailles THE HOLTER METHOD IN AERONAUTICAL MEDICINE

G. LEGUAY and A. SEIGNEURIC In AGARD Non-Invasive Methods of Cardiovascular Exploration in Aerospace Med. p 83-86 (SEE N84-21082 11-52) Dec. 1983 refs Avail: NTIS HC A10/MF A01

The Holter method was discussed as a means of monitoring pilot and flight crew cardiac performance during all the operations of different mission types. Emphasis was placed on fighter pilots subject to extreme accelerations and transport aircraft crews effected by circadian rhythm disruption. The Holter method could provide information on inflight malaises, cardiac tolerance, and flight adaptation that would contribute to air safety.

M.A.C.

Centre Principal d'Expertises Medicales du N84-21088# nel Navigant de l'Aeronautique, Paris (France) CONTRIBUTION OF STANDARD X-RAY TO CARDIOVASCULAR EXPLORATION DURING THE CLINICAL EXAMINATION OF

EXPLORATION DURING THE CLINICAL EXAMINATION OF FLYING PERSONNEL

M. PUECH and P. J. METGES (Hopital d'Instruction des Armees, Saint Mande, France) In AGARD Non-Invasive Methods of Cardiovascular Exploration in Aerospace Med. p 87-92 (SEE N84-21082 11-52) Dec. 1983 refs

Avail: NTIS HC A10/MF A01

The use of teleradiography and televised fluoroscopy in the cardiovascular examinations of flight personnel was discussed. Heart fluoroscopy allows analysis of the shape and dynamic features of the heart cavities, aorta, and the pulmonary arterise Normal heart anatomy and physiology was described and compared teatures of the neart cavities, aorta, and the pulmonary arreners. Normal heart anatomy and physiology was described and compared with minor abnormalities found in flight crews. Four position teleroentgenography and televised fluoroscopy remain the usual methods for the analysis and kinetic investigation of the cardiovascular silhouette and pulmonary vascularisation and are now also part of the battery of tests used to assess flight fit

N84-21089# Centre Principal d'Expertises Medicales du Personnel Navigant de l'Asronautique, Paris (France).
CONTRIBUTION OF CARDIAC MECHANOGRAMS IN THE EXPERT EXAMINATION OF FLYING PERSONNEL.
R. CARRE, R. AMORETTI, A. DIDIER, and H. ILLE In AGARD Non-Invasive Methods of Cardiovascular Exploration in Aerospace Med. p 93-112 (SEE N84-21082 11-52) Dec. 1983 refs

Avail: NTIS HC A10/MF A01

Non-invasive cardiac mechanograms are easily reproducible at each examination and provide recordings which can be added to the pilot's medical record and compared from one examination to another. Cardiac mechanograms provide three types of information:
(1) analysis of cardiac murmurs, determining the type of heart (1) analysis of cardiac marmurs, overtimining the type of reset disease on the basis of phonocardiography; (2) study of arterial distension from the carotid pulse cardiogram; and (3) chronocardiographic determinations based on the systolic timervals which give some idea of the contraction of the myocardial muscle. Techniques for the analysis of various murnurs, sortic

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stenosis, mitral defect, pulmonary stenosis, and aortic coarctation

N84-21090# Hopital d'Instruction des Armees, Paris (France). ECHOCARDIOGRAPHY IN THE EXPERT EXAMINATION OF FLYING PERSONNEL

J. DRONIOU and A. COIGNARD In AGARD Non-Invasive Methods of Cardiovascular Exploration in Aerospace Med. p 113-142 (SEE N84-21082 11-52) Dec. 1983 Avail: NTIS HC A10/MF A01

The technical principles of echocardiography are reviewed and the various types and imaging capabilities are described. The use of echocardiography in the detection and analysis of pathological heart conditions is discussed. Finally, the practical modalities of the application of echocardiography to the expert examination of flying personnel are considered. M.G.

N84-21091# Centre Principal d'Expertises Medicales du Personnel Navigant de l'Aeronautique, Paris (France).

EXPLORATION OF ARTERIAL FUNCTION USING DOPPLER
FLOW DETERMINATION. APPLICATION TO AERONAUTICAL AND SPACE MEDICINE

A. DIDIER, H. ILLE, C. RIBADEAU-DUMAS, P. LANTRADE, and C. HILTENBRAND /n AGARD Non-Invasive Methods of Cardiovascular Exploration in Aerospace Med. p 143-156 (SEE N84-21082 11-52) Dec. 1983 refs Prepared in cooperation with Hopital d'Instruction des Armees, Paris

The instrumentation and capabilities of continuous and pulse emission arterial dopplerography are discussed. The Doppler ultrasonic determination of the blood flow rate makes use of the Doppler-Fizeau principle by determining the change of frequency of an ultrasonic beam directed onto the vessel under study. The beam is reflected by solid elements within the blood, the flow rate of which is the same as that of the bloodstream as a whole. The change of frequency is a function of the blood flow but also of the angle (theta) of incidence at which the ultrasonic beam strikes the vessel. The data obtained is in the form of a velocity and its exact determination depends on knowing the angle theta. Calculation of the blood flow rate depends on determination of the cross-section of the vessel. The accuracy of the data obtained and the total lack of risk of the method suggests that it should have a place in aeronautical and space medicine, in the medical examination of flying personnel and the investigation of physiological changes of arterial flow in the body during aeronautical and space pressures.

N84-21092# Hopital d'Instruction des Armees, Paris (France).
THE CONTRIBUTION OF NUCLEAR MEDICINE TO CARDIOLOGY

J. F. GAILLARD In AGARD Non-Invasive Me Cardiovascular Exploration in Aerospace Med. p 157-164 (SEE N84-21082 11-52) Dec. 1983 refs Avail: NTIS HC A10/MF A01

Avail: N1S HC ATO/MF AVI Isotopic methods of exploration have developed greatly over the last twenty years and now constitute important complementary cardiological examinations. In 1948 PRINZMETAL introduced the radiocardiogram by external detection recording of the distribution curve of a radioactive indicator in the cardiac cavities. In 1984 CARR introduced static scintigraphy, followed by a link-up of the gamma camera to a computer which from the 1970's made possible the development of rapid dynamic investigations and computer-processing of the image obtained. Recently gamma or positron emission tomography has provided results in detailed studies of the vascularization and metabolism of the myocardium. Isotopic methods provide information which was generally not available previously except by means of invasive redictogical explorations using contrast media and recently by ultra-sound. The non-invasive functional investigation of an organ is the main contribution of nuclear medicine. The possibility of quantifying organ function, of describing it by means of graphs, diagrams and image remains unrivalled. The contribution of nuclear medicine to the examining expert is important because of the non-invasive nature of most of the methods.

Author

N84-21093# Rome Univ. (Italy). School of Aerospace

MEDIANO: METHOD
ADVANCING TOWARDS CLINICAL APPLICATION
A SCANO // AGARD Nog-Invasive Methods of Cardiovascular

A. SCANO In AGARD Non-Invasive Methods of Cardiovascular Exploration in Aerospace Med. p 165-170 (SEE N84-21062 11-52) Dec. 1963 refs Avail: NTIS HC A10/MF A01

The evolution of ballistocardiographic (BCG) methods is reviewed. Ballistocardiography can be defined as a non-invasive method of recording and studying periodic accelerations of the body mass due to the inertia reaction it presents at every ventricular le. The typical sequence of waves which constitutes the BCG tracing differs quantitatively according to the bodily axis (the ones recorded along the longitudinal axis are generally more ample), according to the state of rest or physical exercise, the age and pathological conditions of the heart and/or the large arte s. Specific applications are discussed.

N84-21094# Centre de Recherches du Service de Sante des Armees, Clamart (France).
USE OF CHANGES IN ELECTRICAL IMPEDANCE IN CARDIOLOGY

CANDROCASY
J. COLIN In AGARD Non-Invasive Methods of Cardiovascular Exploration in Aerospace Med. p 171-179 (SEE N84-21082 11-52) Dec. 1983 refs Avail: NTIS HC A10/MF A01

The investigation of variations of electrical impedance is of particular value amongst the non-invasive methods used in physiological and clinical study of heart function because of the absence of risk, ease of the procedure and the possibility of repeating determinations or carrying out continuous determinations over long periods. The physical bases of the method of determining electrical impedance are reviewed along with the required instrumentation. The analytic capabilities of thoracic, aortic, and cardiac plethysmography are discussed.

Centre d'Etudes et de Recherches de Medecine Aerospatiale, Paris (France). VALUE OF THE TILT TABLE IN THE EXPLORATION OF

CIRCULATORY FUNCTION

L'INCOLATIONY PUNCTION
J. TIMBAL. In AGARD Non-Invesive Methods of Cardiovascular
Exploration in Aerospace Med. p 183-187 (SEE N84-21082
11-52) Dec. 1983 refs
Avail: NTIS HC A10/MF A01

Any change of position from the inclined to the upright position or vice versa results in important hemodynamic changes which result mainly from the rapid transfer of part of the total blood from one territory to another. The value of this type of maneuver in exploring circulatory system functions is discussed. The tilt table makes it possible to standardize observation conditions and to eliminate any muscular effect. If properly carried out, the method provides a passive orthostatic or antiorthostatic test. In practice, it provides a passive ormostant crammormostant test, in practice, it is the orthostatic tests which are most commonly used in both functional exploration during the selection or medical check up of aeronautical teams and for more fundamental research. Antiorthostatic tests have been used particularly in the Soviet Union for the selection of cosmonauts. The short term effects of passage from the horizontal to the vertical position are considered.

N84-21096# Laboratoire de Medecine Aerospatiale, Bretigny-sur-Orge (France).
VALUE OF THE LOWER BODY NEGATIVE PRESSURE TEST IN AEROSPACE MEDICINE

B. VETTES and H. VIELLEFOND In AGARD Non-Invasive

Methods of Cardiovascular Exploration in Aerospace Med. p. 189-192 (SEE N84-21082 11-52) Dec. 1983 refs
Avail: NTIS HC A10/MF A01

The lower body negative pressure (LBNP) test is of two-fold interest in aerospace medicine. First, it provides an excellent method for investigation of the cardiovascular and respiratory changes associated with weightlessness and secondly it provides a method of preventing these problems during flight. The daily a memod of preventing these problems during fight. The daily use of the LBNP during a period of one month of total bedrest is very effective in preventing the loss of plasma, reducing the increase in heart rate and maintaining the cardiac index at a more satisfactory level during the LBNP. It is therefore not surprising that use of the LBNP has been extended to the training of

astronauts and to the prevention of the severe orthostatic syndromes which occur after a return from a mission. However, aeronautical medicine can also benefit from the lower body negative aeronautical medicine can also benefit from the lower body negative pressure test not only as a clinical orthostatic test but especially as a means of investigating cardiovascular adaptation capacity to the positive longitudinal accelerations known as + Gz. The physiopathological disturbance produced by + Gz accelerations are of vascular origin and the mechanism by which they occur is fairly similar to that underlying LBNP. M.G.

Laboratoire de Medecine Aerospatia Breigny-sur-Orge (France).
METHODS AND MAJOR FINDINGS OF CARDIOVASCULAR
EXPLORATION INVOLVING THE HUMAN CENTRIFUGE

B. VETTES and H. VIEILLEFOND In AGARD Non-Invasive Methods of Cardiovascular Exploration in Aerospace Med. p. 193-201 (SEE N84-21082 11-52) Dec. 1983 refs

ail: NTIS HC A10/MF A01
The cardiovascular effects of accelerations as produced by human centrifuge experiments are discussed. Particular attention is given the evasive and non-evasive techniques used to monitor heart rate, arterial pressure, venous pressure, cardiac output, and local blood flow. The use of visual field criteria as a way of assessing hemodynamic tolerance is also addressed.

M.G.

N84-26279# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

AEROMEDICAL SUPPORT IN MILITARY HELICOPTER OPERATIONS

Apr. 1984 99 p refs Lecture series held in Soesterberg, Netherlands, 4-5 Jun., Fuerstenfeldbruck, West Germany, 7-8 Jun., and Oats 1984 1984 and Oslo, 12-13 Jun. 1984 (AGARD-LS-134; ISBN-92-835-1468-8; AD-A145809) Avail: NTIS HC A05/MF A01

The medical aspects of military helicoper operations are discussed Emphasis is placed on pilot performance and the physiological and psychological stresses that effect flight operations. Visual and acoustic perception is discussed with methods of protection against hazardous environments included. Specifics such as flight crew back injuries, emergency medical evacuation, and crash injury analysis are also investigated. For individual titles, see N84-26280 through N84-26289.

N84-26280# Army Aeromedical Research Lab., Fort Rucker,

AEROMEDICAL SUPPORT IN MILITARY HELICOPTER OPERATIONS
D. R. PRICE In AGARD Aeromed. Support in Mil. Helicopter

Operations 2p (SEE N84-26279 16-52) Apr. 1984 Avail: NTIS HC A05/MF A01

A comprehensive update for the flight medical officer and other personnel providing aeromedical support for military helicopter operations is given. Areas that are addressed include: stressful missions such as nap-of-the-earth flying, night operations, and operations under other unfavorable circumstances; extended operations, aircrew fatigue, and its monitoring and prevention: visual protection and enhancement; perceptual illusions, their generation and disorienting effects in helicopter flight; acoustical hazards, and disornening effects in helicopter light; acoustical hazards, auditiory injury, hearing protection, and communications noise reduction; applied countermeasures for environmental extremes and the chemical warfare environment; helicopter accident and crash injury analysis; epidemiology, etiology, and prevention of back pain in helicopter pilots; and helicoper medical evacuation and rescue operations including evacuation of combat casualties.

N84-26281# British Army, Detmold (West Germany). Medical

ESSFUL MISSION PROFILES, PART 1

S. J. DURNFORD In AGARD Aeromed. Support in Mil. Helicopter Operations 8p (SEE N84-28279 16-52) Apr. 1984 refs Avail: NTIS HC A05/MF A01

Avair: NTIS HC. AUS/MF AVI The stressors in those types of flights that are considered perticularly stressful - NOE Nep Of the Earth flying, night flying with and without aids, mountain flying, flight over water, flight in Nuclear, Bloodgical, and Chemical NBC clothing, instructional flying peacetime and flight in adverse weather conditions are described

and analyzed. The stressors invoked by these flight profiles are set against the stressors found in all helicopter flying. M.A.C.

N84-26282# British Army, Detmold (West Germany). Medical STRESSFUL MISSION PROFILES, PART 2: WORKLOAD AND

S. J. DURNFORD In AGARD Aeromed, Support in Mil. Helicopter Operations 8p (SEE N84-26279 16-52) Apr. 1984 Avail: NTIS HC A05/MF A01

The way that stressors combine with factors within the man (such as previous training) and the demands of the actual flying mission to produce an overall workload are investigated. The manner in which different levels of workload may affect performance are discussed and methods that might be used by flight surgeons to reduce aircrew workload levels are covere The impact of future technology is briefly considered.

N84-26283# Royal Air Force Inst. of Aviation Medicine.

N84-28283# Royal Air Force Inst. of Aviation Medicine, Farnborough (England).
VISUAL PROBLEMS IN HELICOPTER OPERATIONS
D. H. BRENNAN In AGARD Aeromed. Support in Mil. Helicopter Operations 11p (SEE N84-26279 16-52) Apr. 1984 refs
Avail: NTIS HC A05/MF A01

The importance of ocular physiology, visual standards, transparency optics and cockpit lighting systems in ensuring an adequate level of performance is discussed. Ocular hazards from impact, nuclear flash, chemical warfare agents and lasers are discussed and related to the advantages and disadvantages of protective equipment. A review of some of the devices currently for visual enhancement and the problems associated with their use is included.

N84-26284# German Army, Bueckburg (West Germany). Aviation

DISORIENTATION IN HELICOPTER FLIGHT

F. FEHLER In AGARD Aeromed. Support in Mil. Helicopter Operations 15p (SEE N84-26279 16-52) Apr. 1984 refs

The incapacity of the pilot to maintain a safe path of flight due to inadequate, erroneous or disregarded visual cues is investigated. The psychological process of visual perceptions is discussed with regard to the differences between notical stimuli surroundings and their subjective perception by the individual. Emphasis is placed on the fact that the human brain is an active organ and not just a mirror reflecting the visual stimuli from outside. To minimize disorientation the aviator should have in mind the basic programs according to which the brain processes visual stimuli, visual configurations which are prone to elicit visual illusions, and means to prevent the onset of disorientation.

German Air Force, Fuerstenfeldbruk (West N84-26285# Germany). Inst. of Aerospace Medicine.
HEARING LOSS ASSOCIATED WITH HELICOPTER FLIGHT

W. NEYE In AGARD Aeromed. Support in Mil. Helicopter Operations 9p (SEE N84-26279 16-52) Apr. 1984 refs Avail: NTIS HC A05/MF A01

The occurrence and the influence of hearing damages caused by aircraft noise is investigated. In the audiometry tests conducted by all craft mose is investigated. In the automotive tests conducted in the course of examinations for qualification, marked hearing losses in the high frequencies, especially in Army helicoper pilots are occasionally found. Through a comparative examination an attempt is made to determine whether higher hearing losses can be observed in helicopter pilots of the Army as compared to pilots. of the other Services. Helicoper specific noise characteristics that cause significant hearing losses in pilots, which are more pronounced in Army pilots as compared to pilots of other aircraft types are examined.

M.A.C.

N84-26286# Royal Air Force Inst. of Aviation Medicine, N94-22295# Royal Air Force Inst. of Aviation Medicine, Famborou, th (England).
THERMAL CONTROL PROBLEMS IN MILITARY HELICOPTERS
J. R. ALLAN in AGARD Aeromed. Support in Mit. Helicopter
Operations 10p (SEE N94-26279 16-52) Apr. 1984 refs
Avail: NTIS HC A05/MF A01

The origins of thermal problems in military helicopters are discussed and compared with those of fixed wing aircraft. Some

typical helicopter sortie temperature profiles are presented for hot and cold environments. The requirements for protection from chemical warfare agents are described in relation to helicopter operations and the additional thermal problems arising from chemical protective assemblies and drills are described. Potential adverse effects on aircrew performance and fatigue are considered. Thermal hazards in post crash survival situations are also considered national these related to difficient in additional and the second considered. Thermal hazards in post crash survival situations are also considered particularly those related to ditching in cold water. Various approaches to the relief of thermal stress in helicopter aircrew are considered. The limitation of engine powered environmental control systems and the potential advantages of liquid conditioning systems are described. The advantages of liquid conditioned systems are compared with air systems. Cold environment protection is described in terms of insulation and water exchains and the role of electrically heated carments is water exclusion and the role of electrically heated garme

N84-28287# Army Safety Center, Fort Rucker, Ala.
MEDICAL ASPECTS OF HELICOPTER SAFETY AND
CRASHWORTHINESS
D. F. SHANAHAN /n AGARD Aeromed. Support in Mii. Helicopter
Operations 13p (SEE N84-28279 16-52) Apr. 1984 refs
Avail: NTIS HC A05/MF A01

Avail: NTIS HC A05/MF A01

A review of the past five years' accident experience reveals that 80 percent are attributed to human error. The relationship of errors to system eficiencies is established through human factors analysis. Once identified, appropriate measures can be instituted to correct these deficiencies. Principles of helicopter crashworthiness are reviewed, and the means for deriving these es from crash injury analysis is discussed.

N84-26288# Army Safety Center, Fort Rucker, Ala.
BACK PAIN IN HELICOPTER FLIGHT OPERATIONS
D. F. SHANAHAN In AGARD Aeromed. Support in Mil. Helicopter

Operations 9p (SEE N84-26279 16-52) Apr. 1984 refs Avail: NTIS HC A05/MF A01

Avail: NTIS HC AD5/MF A01

One of the major medical problems associated with military helicopter flight operations is the high prevalence of back pain reported by flightcrews. Epidemiological surveys indicate that up to 75 percent of helicopter flightcrews complain of this affliction and that it is having a significant effect on manpower availability. The two most widely implicated etiological factors in this problem are poor posture dictated by control and seat configurations in most operational helicopters and the chronic vibration to which helicopter flightcrews are subjected. The epidemiolog and etiology of back pain in helicopter aircrews are examined and potential means for treatment and prevention discussed.

M.A.C.

N84-26289# Danish Defence Command, Vedback, Aeromedical

Services.

AEROMEDICAL SUPPORT OF HELICOPTER MEDICAL
EVACUATION AND RESCUE OPERATIONS

K. JESSEN /r AGARD Aeromed. Support in Mil. Helicopter
Operations 5p (SEE N84-26279 16-52) Apr. 1984

Avail: NTIS HC A05/MF A01
Factors effecting medical evacuation and rescue operations by helicopter are investigated. The importance of proper training of the flight and medical crews is emphasized. An evaluation of appropriate medical equipment is included along with a listing of most frequency encountered medical emergencies. Flight stress on the patient is also examined.

N84-33011# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).

OCCUPATIONAL MEDICINE RELEVANT TO AVIATION

MEDICINE MELEVANT TO AVIATION MEDICINE Loughton, England May 1984 74 p refs in ENGLISH and FRENCH Symp. held in London, 4 Oct. 1983 (AGARD-CP-341; ISBN-92-835-0354-6; AD-A148458) Avail: NTIS HC A05/MF A01

NTIS HC A05/MF A01
Laser effects, toxicology, and vision problems are addressed.
Among the specific topics considered are: occupational medicine; the biological and pathological effects of hydrazine; the toxicity of combustion products; the relationship among ethyl alcohol consumption, nystagmus, and the balance mechanism of the inner ear; cathode ray tubes and visual perception, taser safety; and laser damage to the eye. For individual titles, see N84-33012 through N84-33019.

N84-33012# Philips Medical Service, Eindhoven (Netherlands).
REVIEW OF OCCUPATIONAL MEDICINE RELEVANT TO

HEVIEW OF OCCUPATIONAL MEDICINE RELEVANT TO AVIATION MEDICINE
H. ZUIDEMA In AGARD Occupational Med. Relevant to Aviation Med. 6 p (SEE N84-33011 22-52) May 1984
Avail: NTIS HC A05/MF A01

The aim and scope of occupational medicine are reviewed. The aim and scope of occupational medicine are reviewed. The conditions required to practice occupational medicine are also considered. The following specific topics are addressed: occupational health care of the individual worker, occupational hygiene, and ergonomics. The preventive character of occupational medicine is emphasized. Aviation medicine is a subcategory of occupational medicine.

N84-33013# Aerospace Medical Research Labs., Wright-Patterson AFB, Ohio.
HYDRAZINE TOXICOLOGY: IMPACT ON SAFETY AND HEALTH IM MILITARY AVIATION
G. C. MOHR In AGARD. Occupational Med. Relevant to Aviation

Med. 4 p (SEE N84-33011 22-52) May 1984 refs Avail: NTIS HC A05/MF A01

Hydrazine is a chemical of considerable military interest widely used as a rocket fuel and as a propellant for gas turbine generators. Extensive studies of the acute and chronic toxicity of hydrazine were conducted previously. The protocol used for toxicological evaluation of potentially hazardous chemicals is described briefly; pertinent data on acute effects are summarized; and the results of a large scale oncogenic evaluation are reviewed. Currently accepted guidelines for occupational medical management in the

N84-33014# Danish Defence Command, Copenhagen. Medical

HANDLING OF HYDRAZINE IN THE ROYAL DANISH AIR FORCE

JESSEN and S. TRAUTNER In AGARD Occupational Med. elevant to Aviation Med. 4 p (SEE N84-33011 22-52) May 1984

Avail: NTIS HC A05/MF A01

The introduction of the F-16 fighter aircraft into the Royal Danish Air Force included the introduction of hydracine as a propellant for the emergency power unit (EPU). The EPU and hydrazine are discussed briefly. The pathological effects of hydrazine exposure are reviewed along with environmental safety regulations extant in the Danish Air Force. A health examination program designed to collect baseline medical data is outlined. Three case histor of hydrazine accidents are presented.

N84-33015# Laboratoire Central de Biologie Aerospatiale, Paris (France). Div. de Chimie-Toxicologie.

A COMPARATIVE STUDY IN THE AMMAL OF THE TOXICITY OF THE COMBUSTION PRODUCTS OF DIVERSE MATERIALS [ETUDE COMPARATIVE CHEZ L'ANNMAL DE LA TOXICITE DES PRODUITS DE THERMOLYSE DE DIVERS MATERIAUX]

J. P. DELCROIX and M. GUERBET /n AGARD Occupational Med. Relevant to Aviation Med. 14 p (SEE N84-33011 22-52) May 1984 refs in FRENCH Avail: NTIS HG. A05/MF A01

Materials with minimal toxicity must be chosen in case of fire

Avail: Nt is no Aud-Mir Aud
Materials with minimal toxicity must be chosen in case of fire
in an enclosed space and, more particularly, onboard aircraft. An
analytical study of atmospheric products is not sufficient for
evaluating the risks encountered. There must be experimentation
with animals. A methodology was created which associates an
original model fire and a protocol for exposing animals to toxic original model fire and a protocol for exposing animals to tollegas products in order to study the response to aggression of the entire organism with its susceptabilities and reactions. Objective toxicological criteria are proposed with a view towards establishing a classification of materials according to chosen danger criteria.

Transl. by A.R.H. N84-33016# Defence and Civil Inst. of Environmental Medicine. Downsview (Ontario).
AN UNUSUAL TOXICOLOGICAL PROPERTY OF ALCOHOL:

THE DENSITY EFFECT ON THE ORGAN OF BALANCE K. E. MONEY and J. P. LANDOLT In AGARD Occupational Med. Relevant to Aviation Med. 8 p (SEE N84-33011 22-52) Avail: NTIS HC A05/MF A01

Avait: NTIS HC A05/MF A01

The relationship among ethyl alcohol consumption, nystagmus, and the balance mechanism of the inner ear was investigated with particular concern for pilot performance during positional alcohol nystagmus (PAN). The following questions were addressed experimentally: (1) does simultaneous ingestion of heavy water with alcohol prevent the occurrence of the first phase of PAN; (2) does the second phase of PAN appear if the first phase is prevented; (3) is the second phase prolonged if the blood alcohol level is held high for a long time; and (4) does glycerol, which is denser than water, cause positional nystagmus. Nystagmus was recorded using electronystagmography. Results show that it is possible for the second phase of PAN to persist beyond 11 hours after the cessation of drinking. The cause of the second phase of PAN appears to be the presence of alcohol in the semicircular PAN appears to be the presence of alcohol in the semicircular

N84-33017# Centre d'Etudes et de Recherches de Medecine

NB4-33017# Centre d'Etudes et de Recherches de Medecine Aerospatiale, Paris (France).
VISUAL PERCEPTION IN SYSTEMS MANAGEMENT IN AERONAUTICS [LA PERCEPTION VISUELLE DANS LES CONDUITES DE SYSTEME EN AERONAUTICUE]

J. P. MENU, G. SANTUCCI, and R. AMALBERTI In AGARD Occupational Med. Relevant to Aviation Med. 7 p (SEE N84-33011 22-52) May 1994 refs In FRENCH

Avait: NTIS HC A05/MF A01

Avail: N/15 m. Aug. with a life department of activity and especially in aeronautics where the cathode ray tube is the preferred mechanism for presenting information. Visual perception thus attracted is analyzed under its diverse aspects. How the physical characteristics of the access stimuli are measured is described and mechanisms for information processing are then examined. A method is presented for evaluating the operator's capabilities for integrating preceeding information Transl, by A.R.H.

N84-33018# Bundesministerium der Verteidigung, Bonn (West

EVALUATION AND CONTROL OF LASER HAZARDS

G. HOLTRUP In AGAND Occupational Med. Relevant to Aviation Med. 4 p (SEE N84-33011 22-52) May 1984 Avail: NTIS HC A05/MF A01

International agreements on laser safety are summarized and the laser safety regulations valid for the West German military forces are presented. Laser materials and their associated output wavelengths are enumerated. Problems which arise from airborne laser operations are discussed along with the development eye-safe lasers.

N84-33019# Centre de Recherches du Service de Sante des s, Clamart (France).

VISUAL FUNCTION AND THE DEFINITION OF THRESHOLDS

VISUAL FUNCTION AND THE DEFINITION OF THRESHOLDS FOR EXPOSURE TO LASER RADIATION (LA FONCTION VISUELLE ET LA DEFINITION DES SEUILS D'EXPOSITION AU RAYONNEMENT LASER)

L. COURT, D. COURANT, G. SANTUCCI (CERMA), J. P. CHEVALERAUD, and G. PERDRIEL (Service de Sante des Armees) In AGARD Occupational Med. Relevant to Aviation Med. 17 p (SEE N84-33011 22-52) May 1984 refs in ERENCH FRENCH

Avail: NTIS HC A05/MF A01

Dangers presented by the use of lasers and more particularly those related to laser radiation are essentially due to eye impairment. If determination of the maximum value of exposure requires precise knowledge of the physical parameters and associated biological effects, the influence of laser beams on visual associated bloodcal effects, the introduce of tases peans on visco-function should be evaluated in the dynamic perspective of sensory physiology. The threshold must express the limit value of a relation existing between the energy and/or the power dissipated in the exposed biological utructure and the appearance of the smallest functional impairment or a detectable lesion capable of involving damage. This definition introduces two concepts, the choice of criteria reversible or irreversible impairment and the m of the associated energy exchange. It thus appears that biological and physical parameters constitute a whole of which the elements react on each other in a complex dynamic. Their descriptions, the definition and criteria, and experimental results illustrate the difficulties encountered in analyzing functional impairment and in determining the exposure limits as well as call to mind the uncertainty of actual norms.

Transl. By A.R.H.

N85-20542# Advisory Group for Aerospace Research and Development, Neully-Sur-Seine (France).
MOTION SICKNESS: MECHANISMS, PREDICTION, PREVENTION AND TREATMENT
Loughton, England Nov. 1984 174 p refs In ENGLISH and FRENCH Symp. held in Williamsburg, Va., 3-4 May 1984 (AGARD-CP-372; ISBN-92-835-0369-4; AD-A152548) Avail: NITS HC ARRAME AD I NTIS HC A08/MF A01

Motion sickness continues to be a significant operational problem in the armed forces of the NATO countries. Space motion sickness has emerged as a major operational concern in the short duration space shuttle flights, with nearly 50% of all crew members experiencing some symptoms. Recent developments in understanding etiological factors contributing to air, sea, car, simulator and space sickness are reported. Neurological mechanisms mediating motion sickness are identified, predictive treatment is usceptibility are discussed, and the prevention and treatment of motion sickness are addressed. Laboratory findings are identified which can be incorporated into programs for alleviating motion sickness under operational conditions. For individual titles see N85-20643 through N85-20660.

N85-20643# Rockefeller Univ., New York.
NEUROPHYSIOLOGICAL CORRELATES OF MOTION
SICKNESS: ROLE OF VESTIBULOCEREBELLUM AND 'VOMITING CENTER' REANALYZED
A. D. MILLER and V. J. WILSON In AGARD Motion Sickness:

Mechanisms, Prediction, Prevention and Treatment 5 p (SEE N85-20642 11-52) Nov. 1984 refs
Avail: NTIS HC A08/MF A01

Unexpected findings were obtained regarding the role of the nodulus and uvula of the vestibulocerebellum in vestibular-induced vomiting and the existence of a readily identifiable, discretely localized vomiting center. Sinusoidal electrical stimulation of the vestibular labyrinths of decerebrate cats could produce vomiting and related activity similar to that observed during motion sicknes se symptoms occurred in animals with lesions of the posterior cerebellar vermis that included the nodulus and uvual, indicating, by analogy, that these structures are not essential for the development of many symptoms of motion sickness in intact animals. Electrical stimulation of the brainstem was used in an to localize a vomiting center to a restricted anatomical region. Vomiting proved difficult to produce; a vomiting center, stimulation of which evoked readily reproducible results, could not

N85-20644# Brandeis Univ., Waltham, Mass. Spatial Orientation INFLUENCE OF GRAVITOINERTIAL FORCE LEVEL ON APPARENT MAGNITUDE OF CORIOLIS CROSS-COUPLED ANGULAR ACCELERATIONS AND MOTION SICKNESS ANGULAR ACCELERATIONS AND MOTION SICKNESS
J. R. LACKNER and A. GRAYBIEL. In AGARD Motion Sickness.
Mechanisms, Prediction, Prevention and Treatment 7 p (SEE N85-20642 11-52). Nov. 1984 refs. Prepared in cooperation with Naval Air Station, Pensacola, Fia.
Avail: NTIS HC A08/MF A09

The Skylab astronauts showed a great decrease in susceptibility to motion sickness during exposure to Coriolis cross-coupled angular accelerations when tested in orbital flight. In order to determine whether this decreased susceptibility is related entirely to adaptation or in part to changes in vestibular and function subjects were tested in the free fall and high force phases of parabolic flight maneuvers. Susceptibility to motion sickness during Coriolis stimulation as a function of force level and the perceived Conoile stimulation as a function of force level and the perceived intensity of Coriolis cross-coupled angular accelerations as a function of force level were measured. Subjects exhibited fewer and less severe symptoms of motion sickness when tested in free fall than they did for the same Coriolis stimulation in 1G. They exhibited much earlier and more severe symptoms when tested in 2G. They exhibited much earlier and more severe symptoms when tested in 2G. It is concluded that part of the Skylab astronauts' inflight decrease in susceptibility to Coriolis stimulation was related to alterations in vestibular and sensorimotor control that occur immediately during exposure to microgravity force

N85-20645# University Hospital, Copenhagen (Denmark).
VESTIBULAR AND OCULOMOTOR FUNCTION DURING GZ

VAMIA TURBO

S. VESTERHAUGE, A. MANSSON, and T. S. JOHANSEN In
AGARD Motion Sickness: Mechanisms. Prediction, Prevention and Treatment 5 p (SEE N85-20642 11-52) Nov. 1984 refs Avail: NTIS HC A08/MF A01

Ten normal subjects were exposed to G-force variations during parabolic flights and turns in a SAAB Supporter aircraft. A vertical head drift accompanied by a vertical eye drift was recorded in all subjects. The eye drift was most prominent during the hyper-G phase of the parabolic manoeuvres. Compensatory eye movements phase of the parabolic manoeuvres. Compensatory eye movements were induced by horizontal head rotations. No statistical significant changes could be demonstrated in this reflex. Horizontal oculomotor saccades were induced with a visual distance of + ol 0 deg. A significant increase of the latency time could be demonstrated during the weightless phase of the parabolas. It is concluded that spontaneous eye and head drift and disturbances in voluntary eye movements might contribute to the development of motion sickness during combat maneuvers and space flight.

N85-20646*# National Aeronautics and Space Administration. Lyndon B. Johnson Space Center, Houston, Tex. PREDICTION OF THE SPACE ADAPTATION SYNDROME

M. F. RESCHKE, J. L. HOMICK, P. RYAN, and E. C. MOSELEY In AGARD Motion Sickness: Mechanisms, Prediction, Prevention and Treatment 19 p (SEE N85-20642 11-52) Nov. 1984 refs Avail: NTIS HC A08/MF A01

The univariate and multivariate relationships of provocative The univariate and mutitivenate relationships of provocative measures used to produce motion sickness symptoms were described. Normative subjects were used to develop and cross-validate sets of linear equations that optimally predict motion sickness in parabolic flights. The possibility of reducing the number of measurements required for prediction was assessed. After describing the variables verbally and statistically for 159 subjects, a factor analysis of 27 variables was completed to improve understanding of the relationships between variables and to reduce the number of measures for prediction purposes. The results of this analysis show that none of variables are significantly related this analysis show that none of variables are significantly related to the responses to parabolic flights. A set of variables was selected to predict responses to KC-135 flights. A series of discriminant analyses were completed. Results indicate that low, moderate, or severe susceptibility could be correctly predicted 64 percent and 53 percent of the time on original and cross-validation samples, respectively. Both the factor analysis and the discriminant analysis provided no basis for reducing the number of tests.

Institute for Perception RVO-TNO, Soesterberg PREDICTION OF SEASICKNESS SUSCEPTIBILITY

W. BLES, H. A. A. DEJONG (Academic Medical Centre, Amsterdam), and W. J. OOSTERVELD (Academic Medical Centre, Amsterdam) In AGARD Motion Sickness: Mechanisms, Prediction, Prevention and Treatment 6 p (SEE N85-20642 Nov. 1984 refs NTIS HC A08/MF A01

Thirty-nine subjects, suffering from chronic seasickness, and 21 controls were submitted to several tests in order to find parameters for the prediction of seasickness susceptibility. Routine parameters for the prediction of sessickness susceptibility. Routine electronystagmography examination revealed a labyrinthine predominance of more than 30% with caloric irrigation in about 15% of the sessickness susceptibles, suggesting a higher incidence of chronic motion sickness susceptibility in subjects with a labyrinthine imbalance than in normals. Cupulometry revealed identical slopes of the sensation cupulogram for both groups. No difference in slope was found for the nystagmus cupulogram either. The time constant of the 'velocity storage mechanism' also covered the same range for both groups. Stabilometry performed in a titing room suggested that sessickness susceptibles are more visually oriented than the controls as revealed by the visually induced

Mas-20648# Naval Aerospace Medical Research Lab., Pensacola. SUSCEPTIBILITY
J. M. I FARTS MOTION

In AGARD Motion Sickness: Prediction, Prevention and Treatment 9 p (SEE N85-20642 11-52) Nov. 1984 refs NTIS HC A08/MF A01

Five laboratory tests of motion sickness susceptibility that were evaluated over the years at the Naval Aerospace Medical Research laboratory in Pensacola are reviewed. These tests, involving Conolis laboratory in Perisacola are reviewed. These tests, involving Consists stimuli, off-vertical rotation, visual/vestibular interactions, were developed with the objective of predicting individual susceptibility to airsickness and space sickness. Individual tests which are discussed include: brief vestibular disorientation test, coriolis sickness susceptibility test, sudden-stop vestibulorisual test, tilted-axis rotation test, and the visual/vestibular interaction test.

N85-20649# Naval Aerospace Medical Research Lab., Pensacola,

FIB.

RESULTS OF A LONGITUDINAL STUDY OF AIRSICKNESS INCIDENCE DURING NAVAL FLIGHT OFFICER TRAINING

W. C. HIXSON, F. E. GUEDRY, JR., and J. M. LENTZ In AGARD

Motion Sickness: Mechanisms, Prediction, Prevention and

Treatment 13 p (SEE N85-20842 11-52) Nov. 1984 refs

Avail: NTIS HC A08/MF A01

Avail: NTIS HC A08/MF A01
The results of a longitudinal study of airsickness in a large sample population of Naval Flight Officers (NFOs) being trained to perform various nonpilot flighty duties prior to assignment to operational fleet squadrons are outlined. The acquisition of operational meet squarrons are outlined. The acquisition is arrisckness data on an individual student basis was stressed as training progressed from the basic/primary level through the advanced/secondary level to the fleet readiness squadron phase for each of the major NFO training pipelines. The primary objectives were to define the incidence of airsickness in each of the training squadrons and to identify differences in the motion stress exposure associated with the different pipelines that can affect decisions on the initial selection and assignment of NFO candidates. A secondary objective was to relate the inflight airsickness data to the results of several short tests of motion reactivity given seament of the study population prior to their beginning flight

National Aeronautics and Space Administration. Neb-24090 " National Aeronausics and Space Administration. Ames Research Center, Moffett Field, Calif. SUSCEPTIBILITY OF CAT AND SQUIRREL MONKEY TO MOTION SICKNESS INDUCED BY VISUAL STIMULATION: CORRELATION WITH SUSCEPTIBILITY TO VESTIBULAR STIMULATION

STREAMPTON, R. A. FOX (San Jose State Univ., Calif.), and G. H. CRAMPTON (Wright State Univ., Dayton, Ohio) In AGARD Motion Sickness: Mechanisms, Prediction, Prevention and Treatment 5 p (SEE M85-20642 11-52) Nov. 1984 refs Avail: NTIS HC A08/MF A01

Experiments in which the susceptibility of both cats and sourrel Experiments in which the susceptibility of both cats and squirrel monkeys to motion sexchess induced by visual stimulation are documented. In addition, it is shown that in both species those individual subjects most highly susceptible to sickness induced by passive motion are also those most likely to become motion sick from visual (optokinetic) stimulation alone

N85-20651# Laboratoire de Medecine Aerospatiale. RES-ZUSSI# LADORATORE OF MEGECINE AFFOSPARIE,
BERGIDM-SUF-CORE (FROM SENSORY ILLUSIONS (SUSCEPTIBILITE
AUX CHRECORS ET AMPLITUDE PERCUE DES ILLUSIONS
SENSORIELLES)

SERSOUTHELLES!
A. LEGER In AGARD Motion Sickness: Mechanisms, Prediction,
Prevention and Treatment 10 p (SEE N85-20642 11-52) Nov.
1984 refs in FRENCH Avail: NTIS HC A08/MF A01

Coriolis accelerations provoked by the starting and stopping of centrifuge entail a strong illusory sensation of angular splacement. The amplitude of these sensations was studied in

52 AEROSPACE MEDICINE

two groups of subjects who were either receptive or nonreceptive to motion sickness. The axes of application of the load factor was varied with respect to the head. Considerable differences of amplitude were noticed between the two groups for the series of protocols studied. The orientation of the load factor strongly influences the appearance of the kinetosis syndrome.

Transl. by A.R.H.

N85-20652# Defence and Civil Inst. of Environmental Medicine. PREFLIGHT AND POSTFLIGHT MOTION SICKNESS TESTING
OF THE SPACELAB 1 CREW

OF THE SPACELAB 1 CREW
K. E. MONEY, D. G. WATT (McGill Univ., Montreal, Quebec), and
C. M. OMAN (Massachusetts Inst. of Tech., Cambridge) In AGARD
Motion Sickness: Mechanisms, Prediction, Prevention and
Treatment 8 p (SEE N8-20642 11-52) Nov. 1984 refs
Avail: NTIS HC A08/MF A01

AVBIN: N115 HC AUB/MF A01

The Four Spacelab 1 payload crew members, as experimental subjects, were exposed to a variety of motion sickness tests. Contrary to expectation, the crew member who was most susceptible to these tests was the least susceptible to space motion sickness, and the crew member who was most susceptible. motion sickness, and the crew member who was most susceptible to space motion sickness was one of the least susceptible to these tests. On the third day after returning from the mission, one of the preflight tests (KC 135) was repeated, and all of the crew members were found to be non-susceptible. Statements of generalities will have to wait for the accumulation of more experimental subjects

N85-20653# Essex Corp., Orlando, Fla.
SIMULATOR SICKINESS: REACTION TO A TRANSFORMED
PERCEPTUAL WORLD. 6: PRELIMINARY SITE SURVEYS
R. S. KENNEDY, A. C. BITTNER, JR. (Naval Biodynamics Lab.,
New Orleans, La.), L. H. FRANK (Naval Training Equipment Center,

Orlando, Fla), R. W. HOOT, M. E. MCCAULEY, and T. A. BINKS (Marine Corps Air Station, Jacksonville, N.C.) /// AGARD Motion p (SEE N85-20642 11-52) Nov. 1984 refs

Avail: NTIS HC A08/MF A01

ere were numerous recent documented and anecdotal reports of aircrews experiencing psychophysiological disturbances, visu illusions and sickness following the use of flight simulators. Symptoms of simulator sickness occur not only during flight, but in some individuals, have lasted up to several hours post exposure. Furthermore, simulator aftereffects may be delayed; some aircrews report symptom onset as late as eight to ten hours post utilization. report symptom onsert as later as eight to terr hours post unication. Incidents of simulator sickness were documented in fighter, attack, patrol and helicopter simulators. These occurrences were reported in both motion-base and fixed-base simulators, to pilots and other aircrewmen, as well as instructors. Simulator sickness represents a major obstacle to obtaining the full training potential from the vast inventory of flight simulators currently in use and under development. Data on pilot experience and exposure factors, symptomatology, scores on postural disequilibrium tests, video-game performance and engineering design aspects in two different Navy helicopter simulators are presented, along with a brief review of past simulator sickness studies.

N85-20654# Massachusetts Inst. of Tech., Cambridge. Dept. of Aeronautics and Astronautics SPACE MOTION SICKNESS MONITORING EXPERIMENT:

C. M. OMAN, B. K. LICHTENBERG, and K. E. MONEY (Defence and Civil Inst. of Environmental Medicine, Downsview, Ontario) In AGARD Motion Sickness: Mechanisms, Prediction, Prevention and Treatment 21 p (SEE N85-20642 11-52) Nov. 1984 refs all: NTIS HC A08/MF A01
Symptoms and signs of space motion sickness and fluid shift

were observed by 4 specially trained crewmembers on the physically demanding 10 day flight of Space Shuttle/Spacelab 1 launched on 11/28/83. Anonymous but detailed firsthand reports isunched on 17/20/53. Anonymous but detailed instraind reports are presented. Three crewmen experienced persistent overall discoomfort, and vomited repeatedly. Symptom pattern was generally similar to that seen in the individuals preflight, except that: prodromal nauses was brief or absent in some cases; facial pellor and cold swetating were usually absent; one subject reperienced uncomfortable stomach elevation. However, symptoms rere clearly modulated by head movement, were exacerbated by

unfamiliar visual cues, and could be reduced by physical restraint unramiliar visual cues, and could be reduced by physical restraint providing contact cues around the body. Drugs known to be effective in preventing motion sickness were judged helpful in limiting symptoms, including vomiting. Results support the view that space sickness is a form of motion sickness.

Author

National Aeronautics and Space Administration NBS-20055 " National Aeronautics and Space Administral Lyndon B. Johnson Space Center, Houston, Tex. SPACE ADAPTATION SYNDROME: INCIDENCE A OPERATIONAL IMPLICATIONS FOR THE SP. TRANSPORTATION SYSTEM PROGRAM J. L. HOMICK, M. F. RESCHKE, and J. M. VANDERPLOEG THE SPACE

AGARD Motion Sickness: Mechanisms, Prediction, Preand Treatment 6 p (SEE N85-20642 11-52) Nov. 1984

Avail: NTIS HC A08/MF A01

Better methods for the prediction, prevention, and treatment of the space adaptation syndome (SAS) were developed. A systematic, long range program of operationally oriented data collection on all individuals flying space shuttle missions was initiated. Preflight activities include the use of a motion expenence initiated. Pretiignt activities include the use of a motion expenence questionnaire, laboratory tests of susceptibility to motion sickness induced by Coriolis stimuli and determinations of antimotion sickness drug efficacy and side effects. During flight, each crewmember is required to provide a daily report of symptom status, use of medications, and other vestibular related sensations. Additional data are obtained postflight. During the first nine shuttle missions, the reported incidence of SAS has been 48%. Self-induced head motions and unusual visual orientation attitudes appear to be the principal triggering stimuli. Antimotion sickness medication, was of limited therapeutic value. Complete recovery from symptoms occurred by mission day three or four. Also of relevance is the lack of a statistically significant correlation between the ground based Coriolis test and SAS. The episodes of SAS have resulted in no impact to shuttle mission objectives and, no significant impact to mission timelines.

N85-20656# Naval Biodynamics Lab., New Orleans, La.
ANALYSIS OF HEAD MOTION DURING SIMULATED, ROUGH
WATER OPERATION OF A 2200 TON SURFACE EFFECT SHIP
W. R. ANDERSON, G. C. WILLEMS, and J. C. GUIGNARD In
AGARD Motion Sickness: Mechanisms, Prediction, Prevention AGARD Motion Sickness: Mechanisms, Prediction, Pre-and Treatment 14 p (SEE N85-20642 11-52) Nov 1984 Avail: NTIS HC A08/MF A01

Nineteen Navy volunteers were exposed, for periods up to 48 hours, to simulated motion environments predicted for a 2,000,000 Ng surface effect ship. Surface effect ships, which are supported by a cushion of air, operate at high speeds and produce motion strongly influenced by the dynamics of the air cushion. The motions of both the environment and the head of each volunteer were measured during scheduled 5 minute intervals and the relationship of head motion to impending emesis was investigated. The time series data and the frequency spectra were examined to identify variability in head response resulting from repetitions with the same subject, repetitions with different subjects, repetitions with a subject in different position, repetitions simulating different ship operating conditions, repetitions with and without pitch and roll motions, differences between well and sick subjects, fatigue, and progression to emesis. Heave, pitch and roll motions in the range of 0.05 to 1.5 Hz were simulated it is indicated that a correlation between spontaneous head motion and motion sickness exist. The utility of studying the effects of motion in a controlled laboratory environment was demonstrated.

NSS-20657# Institute of Aviation Medicine, Farnborough

(England).
A DOUBLE BLIND COMPARATIVE TRIAL OF POWDERED GINGER ROOT, HYDSINE HYDROBROMIDE, AND CHNARIZINE IN THE PROPHYLAXIS OF MOTION SICKNESS INDUCED BY CROSS COUPLED STIMULATION

J. R. R. STOTT, M. P. HUBBLE, and M. B. SPENCER. In AGARD Motion Sickness: Mechanisms, Prediction, Prevention and Treatment 6 p. (SEE N65-20642 11-52). Nov. 1984. refs.

The relative effectiveness of powdered ginger root (1G). hyoscine (0.6 mg), cinnanzine (15 mg) and a placebo increase of the tolerance of subjects to the development of motion sickness symptoms induced by cross coupled stimulation. In order to assess the effect of each drug on performance, a range of tests was carried out in the period between 90 minutes and 2 hours after taking the drug. The effectiveness of hyoscine in delaying the onset of motion sickness symptoms is confirmed and cinnarizine is shown to be similarly effective. The study failed to substantiate a previous report that powderd root ginger is of value in the prophylaxis of motion sickness. Significant differences in the results of performance tests were found only after the administration of hyoscine, which produced a small decrease in subjective alertna and a reduction in the velocity of saccadic eye movements.

N85-20658# Institute of Aviation Medicine, Farnborough (England)

(England),
THE CURRENT STATUS OF THE RAF PROGRAMME OF
DENSENSITISATION FOR MOTION SICK AIRCREW
J. R. R. STOTT and M. BAGSHAW // AGARD Motion Sickness:
Mechanisms, Prediction, Prevention and Treatment 9 p (SEE N85-20842 11-52) Nov. 1984 refs Avail: NTIS HC A08/MF A01

The desensitization to motion sickness program consists of a ground phase and a flying phase. Additional motion strates program consists or ground phase and a flying phase. Additional motion stimuli were incorporated into the ground phase of treatment and the flying phase is carried out in the high performance Hunter T7 aircraft Comparison of the results of follow up for the period 1981 to 1983 with those for 1974 to 1980 indicates an improvement in overall success rate and shows a significant increse in the number of pilots who progress to fly in the demanding motion environment

Institute of Aviation Medicine, Fuerstenfeldbruck (West Germany). Dept. 6 Aviation Psychology. PSYCHOLOGICAL COMPONENTS IN THE DEVELOPMENT AND

PREVENTION OF AIR SICKNESS

R. W. KEMMLER /n AGARD Motion Sickness: Mechanisms. Prediction, Prevention and Treatment 8 p (SEE N85-20642 11-52) Nov. 1984 refs Avail: NTIS HC A08/MF A01

The behavior of motion sick arcrew members was analyzed from 23 case studies. Situational context variables and their interaction with individual dispositions, behavior regulation patterns, coping mechanisms and self-control techniques are discussed. It seems that sensitivity to motion is not the only criterion in the development of motion sickness. Countermeasures and their effects are described. Daily exercise of various of behavior regulation to build up successive adaptation to motion stress should nable persons to cope with motion sickness-producing situate

N65-2060# Aerospace Medical Div., Brooks AFB, Tex.
BIOFEEDBACK TREATMENT OF AIRSICKNESS: A REVIEW D. R. JONES and B. O. HARTMAN In AGARD Motion Sickness.

Mechanisms, Prediction, Prevention and Treatment 4 p (SEE N85-20842 11-52) Nov. 1984 refs.

Avail: NTIS HC A08/MF A01

Bioleedback as a treatment for air sickness is reviewed. Recognition of early symptoms of motion sickness and the use of relaxation techniques are outlined. The subjects are taught how to control the symptoms when they occur it is found that the use of biofeedback modalities in the dynamic Coriolis chair environment is more effective in returning fliers to operational flying than relaxation training and desensitization alone

NG5-21969# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).
THE CLINICAL AND BIOMEDICAL EVALUATION OF TRAUMA
AND FATALITIES ASSOCIATED WITH AIRCREW EJECTION

AND CRASH. A WORKING GROUP REPORT
D. J. ANTON, ed. (Royal Air Force, Farnborough, England)
Loughton, England. Dec. 1984. 79 p. refs.
(AGARD-AR-194; ISBN-92-835-1483-1; AD-A152350) Avail: NTIS HC A05/MF A01

NTIS HC A05/MF A01
Topics covered include aerospace medicine, aircraft ejection and crash, head and neck injuries, radiological assessment of cervical injury; post mortem procedures; and clinical and biological evaluations of frauma and fatalities. For individual titles see N85-21970 through N85-21977

N85-21970# Royal Air Force, London (England). INTRODUCTION: THE CLINICAL AND BIOMEDICAL EVALUATION FOR TRAUMA AND FATALITIES ASSOCIATED WITH AIRCREW EJECTION AND CRASH

In AGARD Rept on the Working Group on the Clinical and Biomedical Evaluation of Trauma and Fatalities Associated with Aircrew Ejection and Crash p 1-2 (SEE N85-21969 12-52) Dec

Avail: NTIS HC A05/MF A01

Existing records suffer from major sources of error that make them unreliable for the generation of useful statistical ejection injury information. There is little reliable evidence to suggest that head and neck injury is a significant hazard of within envelope ejections on modern escape systems. Some evidence exists to suggest that failure to ensure adequate man/seat separation and optimal parachute alignment is responsible for a significant proportion of the severe and fatal injuries that have occurred. A prospective study on two areas was suggested; protocols on clinical and radiological information and post mortem procedures.

N85-21971# French Air Force, Paris. STATISTICS OF FRENCH ARMEE DE L'AIR EJECTIONS 1970 -

In AGARD Rept on the Working Group on the Clinical and Biomedical Evaluation of Trauma and Fatalities Associated with Aircrew Ejection and Crash p 3-5 (SEE N85-21969 12-52) Dec Avail: NTIS HC A05/MF A01

A statistical analysis of aircraft ejections classified by airspeed and altitude is presented. Fatalities are listed by aircraft type, flight status, altitude, airspeed, helmet status, and sequence of

NB5-21972# German Air Force, Fuerstenfeldbruk (West

LIST OF HEAD/NECK INJURY ON EJECTION IN THE GERMAN ARMED FORCES FROM 1972-1981
// AGARD Rept. on the Working Group on the Clinical and

Biomedical Evaluation of Trauma and Fatalities Associated with arcrew Ejection and Crash p 6-10 (SEE N85-21969 12-52) Dec.

Avail: NTIS HC ADS/ME AD1

Avair. N15 HC AU5/MF AU Injuries and fatalities are listed according to date, aircraft type, ejection seat type, handle (upper/lower), head/neck injuries, other injuries, and injury cause. The two fatalities are discussed in detail to understand the mechanisms involved.

N85-21973# Department of the Navy, Washington, D C A REVIEW OF NECK INJURY AND IMPAIRED CONSCIOUSNESS ASSOCIATED WITH US NAVY EJECTIONS 1 JANUARY 1969 -31 DECEMBER 1979

Arcrew Ejection and Crash p 11-16 (SEE N85-21969 12-52) Dec.

Avail: NTIS HC A05/MF A01

Over the past decade major attention was focused on developing information concerning the casual mechanisms of injuries reported sustained by ejectees. Of particular interest was injury to the head, neck, and cervical spine, injury to either of these parts and the resulting section 1. e parts and the resulting impairment of physical function and/or consciousness can sometimes result in death directly or contribute to a fatal outcome as result of the ejectee's mability to assist in his survival. In order to establish the scope of the problem, US Navy ejection data covering the period 1 January 1969 through mber 1979 were rev

N85-21974# Department of the Air Force, Washington, D.C. A REVIEW OF FATALITY, IMPAIRMENT OF CONSCIOUSNESS, AND HEAD/MECK INJURY ON USAF EJECTIONS 1971 - JULY

In AGARD Rept. of the Working Group on the Clinical and Biomedical Evaluation of Trauma and Fatalities Associated with Aircrew Ejection and Crash p 17-21 (SEE N85-21969 12-52) Dec.

Avail: NTIS HC A05/MF A01

With the increasing speed of USAF high performance aircraft (HPA) and the ever more complex maneuvering environment, a

52 AEROSPACE MEDICINE

great deal of attention is now being paid to the improvement of escape systems. Of special interest was injury to the head, neck cervical spine. Nine hundred and fifty ejections from USAF arcraft that occurred during the period 1 January 1971 to mid-July 1983 are reviewed. The purpose is to present the USAF data in a form similar to that presented by the Royal Air Force (RAF) in AEG Report No. 476.

N85-21975# Royal Air Force, London (England).
A REVIEW OF FATALITY, IMPAIRMENT OF CONSCIOUSNESS AND HEAD AND NECK INJURY ON ROYAL AIR FORCE EJECTIONS 1968-1981

In AGARD Rept. on the Working Group on the Clinical and Biomedical Evaluation of Trauma and Fatalities Associated with Aircrew Ejection and Crash p 22-33 (SEE N85-21969 12-52) Dec.

1984 refs Avail: NTIS HC A05/MF A01

With the increasing refinement of escape systems, heightened attention was paid to the problems of incapacitation and head and neck injury on ejection. Two hundred and thirty seven peacetime, voluntarily initiated, ejections on Martin Baker escape systems, that occurred during the period 1 January 1968 to 31 December 1981 are reviewed. All ejections proceeded to full parachute deployment. Eight fatalities occurred; seven over water and one over land. Six cases of impairment of consciousness were reported and three cases of neck injury

N85-21976# French Air Force, Pans.
THE CLINICAL AND RADIOLOGICAL ASSESSMENT OF
CERVICAL INJURY, ANNEX A

CENTURAL INSUITY, ATTICA A In AGARD Rept. on the Working Group on the Clinical and Biomedical Evaluation of Trauma and Fatalities Associated with Aircrew Ejection and Crash p 34-66 (SEE N85-21969 12-52) Dec. 1984 refs Avail: NTIS HC A05/MF A01

The cervical spine is the most mobile portion of the spine. During trauma, this mobility is compounded by inertia forces at the skull and the presence of the spinal cord, which is less well profected here than in other portions of the spine. Injuries following ejection would seem to be unusual, but when they do occur may take a variety of forms: fracture dislocations, dislocations, severe strains. If these lesions are unstable, dramatic neurological complications may occur immediately or after some delay. The task of identifying factors of instability of a cervical lesion falls to the radiological examination. It should be recalled that radiological exploration of the whole spine, segment by segment, of any survivors is obligatory in the Armee de l'Air Francaise (French Air Force), following ejection or any accident involving the flight deck. The radiological examination of the cervical spine is difficult; it is based on the findings of the clinical examination of the subject and the plates are difficult to interpret. The initial radiological methods and incidences used (routine plates, tomograms and sometimes dynamic radiography) are considered. The more demanding secondary examinations, such as the scanner, myelogram or angiogram are not discussed.

Author

N65-21977# German Air Force, Fuerstenfeldbruk (West HEAD/NECK INJURY: POST MORTEM PROCEDURES, AMNEX

In AGARD Rept. on the Working Group on the Clinical and Biomedical Evaluation of Trauma and Fatalities Associated with Aircrew Ejection and Crash p 67-68 (SEE N85-21969 12-52) Dec

1984 refs Avail: NTIS HC A05/MF A01

Post montern procedures discussed include: (1) field investigation after fatal ejection; (2) autopsy; and (3) histological examination.

N85-31805# N85-31805# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). Aerospace Medical

RESULTS OF SPACE EXPERIMENTS IN PHYSIOLOGY AND MEDICINE AND INFORMAL BRIEFINGS BY THE F-16 MEDICAL WORKING GROUP

Loughton, England Mar. 1985 162 p. refs. In ENGLISH and FRENCH. Symp. held in Istanbul, 25-27 Sep. 1984 (AGARD-CP-377; ISBN-92-835-0376-7; AD-A157096). Avail NTIS HC A08/MF A01

The French-Soviet Salyut 7, Shuttle and NASA/ESA Spacelab 1 missions and the results of space expiriments in physiology and medicine are discussed. The following topics were discussed the experience of a science astronaut on the Spacelab-1 mission. vestibular and sensonmotor responses to microgravity cardiovascular responses, and sleep, immunological and radiobiological responses. Selection procedures, centrifuge centrifuge operations and training physical training and G tolerance, and several aeromedical problems associated with F-16 fighter aircraft operations are also discussed. For individual titles see N85-31806 through N85-31826

N85-31806# Deutsche Versuchsanstalt füer Luft und Raumfahrt,

Cologne (West Germany). Inst fuer Flugmedizin EVALUATION OF RESULTS OF SPACE EXPERIMENTS IN PHYSIOLOGY AND MEDICINE AND INFORMAL BRIEFINGS BY THE F-16 MEDICAL WORKING GROUP Technical Evaluation

K. E. KLEIN. In AGARD. Results of Space Expt. in Physiol and Med. and Informal Briefings by the F-16 Med. Working Group. 2 p. (SEE N85-31805. 20-52). Mar. 1985. Avail: NTIS HC A08/MF A01

The exploration of space exposes man to a unique of since it contains features which do not exist naturally and can hardly be simulated on Earth. Prominent in this respect is the relative absence of gravity which initiates changes in the human organism mainly through three modes of action: the specific effects of gravity sensing organs; the lack of hydrostatic pressure affecting fluid compartments; and the reduction of deformation forces on load bearing tissues. Data collected during previous space flights demonstrated that almost all physiological systems are affected by the space environment. Some of the most significant changes which have become known so far involve the vestibular, the cardiovascular and the musculo-skeletal system as well as blood and metabolism. Conclusions drawn from symposium proceedings are given. Since pitch and roll in microgravity do not result in otolith displacement, a sensory rearrangement becomes necessary in which the CNS reinterprets all otolith outputs as linear motion (otolith till translation reinterpretation hypothesis). The inability of otoliths to provide information on spatial orientation of head and body is compensated mainly by the increased utilization of visual cues. Spaceflight related redistribution of EMG activities in muscles responsible for posture control occurs in agreement with changes responsible for posture control occurs in agreement with changes in otolith function Space motion sickness is most likely provoked by sensory conflicts, in particular during pitch and roll motions, individual susceptibility still can not be predicted, however, the easiness of adaptation to head movements while wearing reversing prisms may be indicative in this respect. For the time being, the mechanisms behind the unexpected finding of a calonc hystagmus in the absence of thermal convection during orbital flight remains inexplicable

N85-31807# Deutsche Versuchsanstalt fuer Luft- und Raumfahrt.

Cologne (West Germany).

EXPERIENCE OF SCIENCE ASTRONAUT ON THE SPACELAB-1.

U. MERBOLD U. MERBOLD. In AGARD. Results of Space Expt. in Physiol and Med. and Informat Briefings by the F-16 Med. Working Group 7 p. (SEE N85-31805-20-52). Mar. 1985. refs. Avail: NTIS HC A08/MF A01

The experience of a science astronaut on the Spacelab.1 mission is reported. The flight performance, crew training, experiment control, and human physiology and immune system experiments are discussed.

N85-31808# Mainz Univ. (West Germany). Dept. of Physiology.
THE EUROPEAN VESTIBULAR EXPERIMENTS OF THE SPACEL AR-1 MISSION

R. VONBAUMGARTEN, A. BENSON (Royal Air Force Inst. Aviation Medicine), A. BERTHOZ (CNRS, Paris), T. BRAN (Alfried-Krupp-Krankenhaus), U. BRANDT, W. BRUZEK (Tuebingen Univ.), J. DICHGANS (Tuebingen Univ.), J. KASS, T. PROBST (Alfried-Krupp-Krankenhaus), H. SCHERER (Klinikum Grosshadern) rating of the state of the stat

The European vestibular experiments on Spacelab 1 were designed to explore vestibular adaptation to the space environment and readaptation to the ground by conducting a series of vestibular tests which were repeated several times at different stages before during, and after the mission. The tests included the threshold for inear oscillation, eye movements triggered by angular acceleration, optokinetic and calonc stimulation, and measurements of posture optokinetic and caloric stimulation, and measurements of posture Slow phase velocity of caloric nystagmus was increasing in the course of the mission. The results of most tests could be interpreted as indicating a decreasing gain of CNS processing of oblithic information during vestbular adaptation to the space environment. A series of vestibular tests were performed 120, 90, 60, 30 and 11 days before the Spacelab-1 mission and again during the first 6 days after recovery of the space craft. Similar experiments were performed during the mission on board Spacelab by the red shift the Spacelab scentific craft. of the Spacelab scientific crew. After our linear acceleration device Space Sled was descoped for the SL-1 mission and postponed to the D 1-mission a body restraint system (BRS) was constructed which allowed linear oscillation of the experimental subject in three different axes by hand operation of the operator. The test subject wore a vestibular helmet, which contained the electroculography amplifiers and a device for insurflation of heated on cooled air into the ears during the calonc test. An infrared sensitive camera (EMIR) ordered the movements of the right eye including eye rotation. The EMIR system was computing the XY displacements. of the eye for display on a stripchart recorder in the payload operation center in front of the left eye was a TV monitor mounted in a visor of the helmet for optokinetic stimulation, calibration and target cross resetting.

MRS-31809# Royal Air Force Inst. of Aviation Medicine, RES-3 19099' Royal Air Force Inst. of Aviation Medicine, Famborough (England)

SOME RESULTS OF THE EUROPEAN VESTIBULAR EXPERIMENTS IN THE SPACELAB-1 MISSION

A BENSON, R. VONBAUMGARTEN (Mainz Univ.), A. BERTHOZ

A BENSON, H. VONBAUMGARI EN (Mainz Univ.), A. BERTHOZ (CNRS, Paris), T. BRANDT (Alfried-Krupp-Krankenhaus), U. BRAND, W. BRUZEK (Tuebingen Univ.), J. DICHGANS (Mainz Univ.), J. KASS (Alfried-Krupp-Krankenhaus), T. PROBST (Klimikum Grosshadern), H. SCHERER (CNRS, Paris) et al. In: AGARD Results of Space Expt. in Physiol. and Med. and Informat Briefings by the F-16 Med. Working Group. 10 p. (SEE N85-31805. 20-52). Mar. 1985 refs Avail: NTIS HC A08/MF A01

A senes of experiments was performed during the flight of Spacelab 1 to explore changes in vestibular function and visual vestibular interactions associated with adaptation to microgravity Tests were also conducted on the ground during the four months before flight and over the six days post flight. Measurements were made of the threshold for detection of linear oscillation and of vestibulo-ocular elected by angular and linear accelerations and by optokinetic and caloric stimuli. These revealed changes associated with the modified otokthic afterence in microgravity. though the most unexpected finding was that calone stimulation in orbital flight evoked hystagmus comparable to that obtained on

National Aeronautics and Space Administration N85-31810°# Lyndon B. Johnson Space Center, Houston, Tex.
THRESHOLDS FOR DETECTION OF LINEAR OSCILLATION

THRESHOLDS FOR DETECTION OF LINEAR OSCILLATION FOLLOWING PROLONGED WEIGHTLESSNESS

D. E. PARKER (Miami Univ. Oxford, Ohio), M. F. RESCHKE, A. P. ARROTT (Payload Systems, Iric.), J. L. HOMICK, and B. K. LICHTENBERG (Payload Systems, Inc.) in AGARD Results of Space Expt. in Physiol. and Med. and Informal Briefings by the F-16 Med. Working Group 4 p (SEE N85-31805 20-52)

Avail: NTIS HC A08/MF A01 CSCI 06S

Linear self motion detection thresholds, which were recorded as part of the European vestibular Experiments, varied across subjects. This variability is consistent with observations following the STS-8 and STS-11 Shuttle missions. Three astronauts who participated in the STS-8 and STS-11 (41-B) missions served as subjects in this experiment. Nominal amplituudes of parallel swing motion were determined by recording the displacement of a pointer attached to the swing bed relative to a scale taped to the floor These nominal amplitudes were compared with those determined with a three axis accelerometer and strip chart recorder. The subject indicated his perception of self motion (yes or no) by manipulations indicated his perception of self indiction (yes of no) by manipolations of a joystick that was connected to one channel of the strip chart recorder. A small signal lamp was mounted on an ear pad support and was controlled by the experimenter's hand held microswitch. Prolonged weightlessness appeared to produce elevated set motion detection thresholds in one astronaut. However, a similar threshold elevation was not obtained from the other two astronauts The basis for this discrepancy is unknown but it may be related to altered detection threshold criteria on the part of the astronaut who exhibited the threshold change Failure to record threshold changes following prolonged weightlessness is consistent with the researcher's otolith tilt translation reinterpretation hypothesis. This hypothesis suggests that the sensitivity of the otolith receptors is not altered by weightlessness, rather the way in which the brain interprets otolith information is changed.

Massachusetts Inst of Tech., Cambridge Man-Vehicle Lab.

ODIENTATION IN CRATIAL WEIGHTLESSNESS AND

SPATIAL ORIENTATION IN WEIGHTLESSNESS AND READAPTATION TO EARTH'S GRAVITY
L. R. YOUNG, WATT D. G. (McGill Univ.), C. M. OMAN. K. E. MONEY (Defence and Civil Inst. of Environmental Medicine), and B. K. LICHTENBERG In AGARD. Results of Space Expt. in Physiol. and Med. and Informal Briefings by the F-16 Med. Working Group 6 p. (SEE N85-31805 20-52). Mar. 1985 refs. Avail. NTIS HC A08/MF A01 Avail: NTIS HC A08/MF A01

Unusual vestibular responses to head movements in weightlessness may produce spatial orientation illusions and symptoms of space motion sickness. An integrated set of experiments was performed during Spacelab 1, as well as pre and postflight, to evaluate otolith organ and semicircular canal mediated responses by a vanety of measurements, including eye movements, postural control, perception of orientation and motion sickness susceptibility.

N85-31812*# National Aeronautics and Space Administration Lyndon B. Johnson Space Center, Houston, Tex. REINTERPRETATION OF OTOLITH INPUT AS A PRIMARY FACTOR IN SPACE MOTION SICKNESS
M. F. RESCHKE, D. E. PARKER (Miami Univ., Oxford, Ohio). J. L.

HOMICK, D. J. ANDERSON (Michigan Univ., Ann Arbor), A P ARROTT (Payload Systems, Inc.), and B K LICHTENBERG (Payload Systems, Inc.) in AGARD Results of Space Expt in (Paylodd Systems III / AGNID Hesolis of Space Exp. III Physiol. and Med. and Informal Briefings by the F-16 Med. Working Group 18 p (SEE N85-31805 20-52) Mar. 1985 refs. Avail. NTIS HC A08/MF A01 CSCL 06S

It is hypothesized that exposure to prolonged free fall is a form of sensory/motor rearrangement rather than a direct change form of sensory/motor rearrangement rather than a direct change in otolith sensitivity or sensory compensation for a reduced otolith input. The rearrangement of stimuli will force a new interpretation by the CNS of otolith input. This reinterpretation is necessary for a structured an: meaningful interaction with the new environment. Data from two flight experiments are presented which support an otolith reinterpretation hypothesis. The first experiment imeasurement establishment in the control of sustained tree fall Findings indicate that when a monosynaptic reflex (H-reflex). measured from the major postural muscles (soleus), is used adaptation to space flight includes a change in how the CNS interprets a fall. In a normal gravity environment a sudden unexpected fall will produce a potentiated H reflex. After seven days in flight an equivalent fall does not potentiate the reflex. During postflight a greatly increased reflex is observed in those crewmen most susceptible to space motion sickness. In the second experiment self motion perception and torsional eyemovements were modified as a function of exposure to sustained free fall Preflight roll motion (about the X axis) was perceived as pure roll. and the eye movements recorded were countertorsional. Postflight, roll stimulation was perceived as linear translation (side to side movement) with a small angular motion component. Eve movement measurements confirmed significantly more horizontal motion

N85-31813# Centre National de la Recherche Scientifique, Paris (France). Lab de Physiologie Neurosensorielle.
POSTURAL ADJUSTMENTS ASSOCIATED WITH ARM
MOVEMENTS IN WEIGHTLESSNESS [AJUSTEMENTS] MOVEMENTS IN WEIGHTLESSNESS (AJUSTEMENTS POSTURAUX ASSOCIES AU MOUVEMENT DU BRAS EN APESANTEUR)

F. LESTIENNE and G. CLEMENT In AGARD Results of Space Expt. in Physiol and Med. and Informal Briefings by the F-16 Med. Working Group 8 p (SEE N85-31805 20-52) Mar. 1985 refs. In FRENCH

Avail: NTIS HC A08/MF A01

Postural adaptation associated with voluntary arm movement was studied in two subjects in the course of one seven day flight. In weightlessness, a redistribution of electromyographic activity among flexor and extensor muscles was observed at the ankle. The analysis of cinemagraphic data indicates a definite inclination of the body to lean forward at the beginning of flight, followed by a gradual return to a position identical to the one observed in a adual return to a position identical to the one occurrences
strial gravity situation. These results are interpreted utilizing
M.G. biodynamic diagrams.

N85-31814# Stirling Univ. (Scotland). Dept. of Psychology.
MASS-DISCRIMINATION DURING PROLONGED
WEIGHTLESSNESS

WEIGHTLESSNESS

H. E. ROSS, E. E. BRODIE, and A. BENSON (Royal Air Force Inst. of Aviation Medicine) In AGARD Results of Space Expt. in Physiol. and Med. and Informal Briefings by the F-16 Med. Working Group 3 p. (SEE N85-31805 20-52) Mar. 1985 refs

Avail: NTIS HC A08/MF A01

An experiment to compare weight and mass discrimination was conducted using 5 of the crew of STS-9 (Spacelab 1) as subjects. Thresholds for mass discrimination under microgravity in flight were found to be higher by a factor of about 1.8 than for weight discrimination before the flight, and there was no consistent improvement throughout the 10 day mission. This suggests that improvement inroughout the 10 day mission. This suggests that inertial cues to mass (gained through accelerating objects) are not as effective as weight cues. The crew showed an aftereffect for two or three days on return to Earth, when their bodies felt heavy and their weight discrimination was impaired. This suggests that some adaptation to weightlessness occurred during the flight. robably early in the mission before the majority of the m discrimination tests were conducted.

N85-31815*# National Aeronautics and Space Administration.
Ames Research Center, Moffett Field, Calif.
CHANGES IN CARDIOVASCULAR FUNCTION:
WEIGHTLESSNESS AND GROUND-BASED STUDIES

M. SANDLER, D. J. GOLDWATER, M. W. BUNGO (NASA, Lyndon B. Johnson Space Center), and R. L. POPP (Stanford Univ.) /n Brefings by the F-16 Med. Working Group 9 p (SEE N85-31805 20-52) Mar. 1985 rets

NTIS HC A08/MF A01 CSCL 06S

Avair: NTIS HC A08/MF A01 CSCL 06S

Echocardiographic measurements were taken on members of four Space Shuttle missions before (F-10 to F-12) and twice after (L+0 and L+7 to 14 days) 7- to 9-day space flight missions. Such recordings allowed for determination of left ventricular chamber dimensions and subsequent calculations of left ventricular volume and stroke volume. Resting ventricular volume could be shown to significantly decrease 23% on L+) and to be associated with a significant 28% decrease in stroke volume. Studies 7 to 14 days layer showed amelioration of effects, but persistence of end disastokic volume change. Such findings occurred despite ability to diastolic volume change. Such findings occurred despite ability to

fully ambulate and exercise during the postflight period. Comparison of findings with bed rested subjects (athletic and nonathletic) showed similar changes, but changes after bed rest were of smaller magnitude compared to the flight crews. It is concluded that space flight induces significant changes in heart volume even after short duration (7-9 days) missions. Heavy athletic conditioning preflight contribute to the severity of the observed change flight crews and to the apparent slow postflight process of

N85-31816# Tours Univ. (France). Lab. de Biophysique

STUDY OF THE CARDIOVASCULAR SYSTEM IN MICROGRAVITY: RESULTS AND PERSPECTIVES (ETUDE DU SYSTEME CARDIOVASCULAIRE EN RESULTATS ET PERSPECTIVES

MESULIAIS ET PERSPECTIVES|
L. POURCELOT, J. M. POTTIER, F. PATAT, and P. ARBEILLE
In AGARD. Results of Space Expt. in Physiol. and Med. and
Informal Briefings by the F-16 Med. Working Group 9 p. (SEE
N85-31805-20-52) Mar. 1985 refs. In FRENCH. Previously
announced in IAA as A85-13112
August 1215 MC 462445-665 Avail: NTIS HC A08/MF A01

The cardiovascular system during weightlessness was studied during the Franco-Soviet Solyut 7 flight in June 1982. An ultrasonic system was developed which functions with Doppler effect, rapid imagery and time measurement. The changes of volume and during, and after the flight. The dynamic cardioxovascular system during flight was compared with simulation tests.

Transl. by E.A.K.

N85-31817# Freie Univ., Berlin (West Germany). Dept. of Physiology.

CARDIOVASCULAR RESEARCH IN SPACE: PROBLEMS AND RESULTS

HESULTS
K. A. KIRSCH, L. ROECKER, R. KRAUSE, O. H. GAUER, H. J.
WICKE, R. F. LANDRY, and B. BUENSCH In AGARD Results
of Space Expt. in Physiol. and Med. and Informal Briefings by the
F-16 Med. Working Group 10 p. (SEE N85-31805 20-52) Mar. refs Sponsored by Bundesministerium fuer Forschung und Technologie
Avail: NTIS HC A08/MF A01

In order to see whether the headward fluid shift during spaceflight is followed by increased venous pressures in the upper half of the body in astronauts during the Spacelab 1 Mission pressures in an antecubital vein (PVP) was measured together with the hematocrit (Hct) and the ADH concentration pre-, in- and post-flight. Central venous pressure was followed pre- and post-flight, together with the dy weight (BW). 22 hours after launch PVP was lowered as compared to pre-flight values and remained so during the whole mission, whereas Hct and the ADH were elevated. Apparently the space adaptation of the low pressure system is a highly dynamic process being over within 24 hours. The readaptation to ground conditions follows a similar time

N85-31818# Rome Univ. (Italy). Postgraduate School of Aerospace Medicine.
THREE-DIMENSIONAL BALLISTOCARDIOGRAPHY MICROGRAVITY

RISPOLI, F. STROLLO (INRCA), and G. CAMA (ISEF) in AGARD Results of Space Expt. in Physiol. and Med. and Informal Briefings by the F-16 Med. Working Group 13 p (SEE N85-31805 20-52) Mar. 1985 refs Avail: NTIS HC A08/MF A01

Avaii: N1IS HC AUB/MF AVI Some triaxial ballistocardiograms (BCG) and one electrocardiogram lead have been repeatedly recorded on a crew-members of the Columbia Shuttle (STS-9) before, during and after a microgravity period of 9 days. In view of this project a after a microgravity period of 9 days. In view of this project a miniaturized 'accelerometric equipment was designed and manufactured so as to pick-up the BCG signal from the dorsal region and to record it on a magnetic 4-track tape recorder. A special sequence was devised and implemented in the vanous flight and round states. The measurements carried out on numerous and long tracing samples, previously decoded and transcribed on paper, proved the reliability of this technique. N85-31819# Antwerp Univ. (Belgium)

N85-31619# Antwerp Univ. (Belgium).
SLEEP AND WAKE PHYSIOLOGY IN WEIGHTLESSNESS
O. OUADENS, H. L. GREEN (Clinical Research Center, Harrow),
and P. DECUAE In AGARD Results of Space Expt. in Physiol.
and Med. and Informal Briefings by the F-16 Med. Working Group
6 p. (SEE N85-31805 20-52). Mar. 1985 rets NTIS HC ANS/ME ANT

Among the electrophysiological parameters which are us define the sleep and waking states, the muscle activity (EMG) and the eye-movements (EOG) were recorded during sleep in the Spacelab 1 mission, allowing detection of Rem-sleep but precluding evaluation of slow wave sleep. The EOG evidenced an important increase in the number of eye-movements during night zero as compared to the pre- and postflight baseline data. The waking electroencephalogram (EEG) was recorded during parabolic flights and showed a significant increase in the theta frequency band during the acrophase of the parabolas.

Author

N85-31820# Eidgenoessische Technische Hochschule, Zurich (Switzerland). Lab. fuer Biochemie.
SENSITIVITY OF HUMAN LYMPHOCYTES TO MICROGRAVITY

A. COGOLI In AGARD Results of Space Expt. in Physiol. and Med. and Informal Briefings by the F-16 Med. Working Group 6 p (SEE N85-31805 20-52) Mar. 1985 refs Avail: NTIS HC A08/MF A01

Studies were conducted on the effect of gravity on lymphocytes the cells responsible for the immune response. A decrease of lymphocyte reactivity has been observed since 1973 in Soviet and U.S. astronauts after space flight. Ground-based studies performed in hypergravity and in simulated low-gravity conditions suggest the hypothesis that low-g depresses, whereas high-g increases lymphocyte activation. Cultures of human lymphocytes increases symphocyte activation. Cultures of numan symphocytes were flown in an incubator on the 1st Spacelab mission and exposed to the mitogen concanavalin A, a substance capable of activating lymphocytes in-vitro. The stimulation of the flight samples was less than 3 percent of that of the ground controls. Although the results are very clear, it is premature now to draw conclusions from this experiment on the effect of space flight on the immune m of the astronauts.

N85-31821# Deutsche Versuchsanstalt fuer Luft- und Raumfahrt, Cologne (West Germany). Inst. for Aerospace Medicine. BIOSTACK EXPERIMENTS ON STS-FLIGHTS AND THE IMPACT

H. BUECKER In AGARD Results of Space Expt. in Physiol. and Med. and Informal Briefings by the F-16 Med. Working Group 8 p (SEE N85-31805 20-52) Mar. 1985 refs
Avail: NTIS HC A08/MF A01
The residual information of the Property of the Prope

The radiobiological properties of the heavy ions of cosmic radiation were investigated on Spacelab 1 by use of biostacks, monolayers of biological test organisms sandwiched between thin foils of different types of nuclear track detectors. Biostacks were exposed to cosmic radiation at several locations with different shielding environments in the module and on the pallet. Evaluations of the physical and biological components of the experiment to data indicate that in general they survived the spaceflight in good condition. Dosimetric data are presented for the different shielding

N85-31822# Belgian Air Force, Brussels. Centre Medical. SELECTION PROCEDURES FOR F-16 PILOTS IN THE BELGIAN

AIR FORCE
P. VANDENBOSCH In AGARD Results of Space Expt. in Physiology and Med. and Informal Brieflings by the F-16 Med. Working Group 8 p (SEE N85-31805 20-52) Mar. 1985 refs Avail: NTIS HC A08/MF A01

Avair. NTIS HIC AUB/MF AUB By the introduction of the high sustained G F-16 aircraft, the problem of the physical standards was raised. These physical standards for flying must ensure that individuals selected for aviation duties are free from medical conditions or defects which could adversely affect flying safety, mission completion, or their own health. The standards should ensure that an individual selected own health. The standards should ensure that an individual selected for flying training is qualified for world wide duty. That means that he should not only be capable of enduring the various stresses involved in flying, but also be capable of withstanding the considerable stresses involved in ejection or egress from the aircraft, and in escape and survival in a hostile environment. There

exist a number of mild or subclinical medical conditions which could be aggravated by high sustained G or potentially result in sudden pilot incapacitation. The pathology of these conditions influenced by high G effects are examined

N85-31823# United States Air Forces in Europe, APO New

G-INDUCED LOSS OF CONSCIOUSNESS (GLC)

R, F, LANDRY In AGARD Results of Space Expt. in Physiol. and Med. and Informal Briefings by the F-16 Med. Working Group 3 p (SEE N85-31805 20-52) Mar. 1985 Avail: NTIS HC A08/MF A01

Although not a new phenomenon. GLC has recently been implicated more frequently as the primary cause for aircraft mishaps. New generation aircraft with the ability of rapid onset and sustainability of high accelerative forces is certainly the major reason for this. Pilot surveys have revealed GLC is more common than previously thought. Prevention of GLC is totally dependent on education of the aircrews: education on the timely performance of a proper anti-G straining maneuver, the physiology of GLC, and the need to maintain the body in optimal condition for flying. Author

N85-31824# Danish Defence Command, Vedbaek. Aeromedical

PHYSICAL TRAINING AND G TOLERANCE K. JESSEN In AGARD Results of Space Expt. in Physiol. and Med. and Informal Briefings by the F-16 Med. Working Group 8 p (SEE N85-31805 20-52) Mar. 1985 refs

p (SEE N85-31805 20-52) M Avail: NTIS HC A08/MF A01

High performance aircraft impose extreme physiological stress to the pilots. In particular is the G tolerance of the pilots crucial as exposure to sustained and repeated acceleration forces acting in the head-to-foot direction induces increased demands on cardiovascular and pulmonary functions. The use of backward tilting of the seat and of anti-G-suits will in combination with straining maneuvers help tolerance of high G forces. The effect of the straining on G tolerance will depend on the capacity of the straining on G tolerance will depend on the capacity of the cardiovascular system and of the oxidative metabolic capacity of the exercising muscles (in particular abdominal and leg muscles). Physical training could consequently be one possibel way to improve G tolerance. The effects of training on the body and how it can be achieved are considered.

N85-31825# Royal Netherlands Air Force, Soesterberg. Aviation

CENTRIFUGE OPERATIONS AND TRAINING IN THE ROYAL NETHERLANDS AIR FORCE
H. VANDENBIGGELAAR and G. HOEKSTRA /// AGARD Results

of Space Expt. in Physiol. and Med. and Informal Briefings by the F-16 Med. Working Group 4 p (SEE N85-31805 20-52) Mar.

Avail: NTIS HC A08/MF A01

With the introduction of a new generation fighter aircraft many With the introduction of a new generation fighter aircraft many nations are confronted with the High Sustained G (HSG) phenomenon. This phenomenon may result in a sudden unexpected loss of consciousness (GLC) which has proven to cause fatailities. Three requirements must be met by the pilot of a HSG fighter in order to be able to master his man machine system, without losing his consciousness: (1) good understanding of the anti-G straining techniques; (2) excellent physical condition; and (3) well fitting anti-G suit. The Royal Netherlands Airforce uses a Human Centifuge as training aid for the G-training of the F-16 pilot population. How this centrifuge affects pilot training is considered.

N85-31826# United States Air Forces in Europe, APO New

HYDRAZINE AND THE F-16

PTUDIAZINE AND THE F-19
R. F. LANDRY In AGARD Results of Space Expt. in Physioland Med. and Informal Briefings by the F-16 Med. Working Group 2 p (SEE N85-31805 20-52) Mer. 1985
Avail: NTIS HC A08/MF A01

The introduction of the F-16 into many of the world's air forces has also introduced a rocket fuel to many areas previously unfamiliar with the propellant. In the event of the single engine failure or any interruption of hydraulic or electrical power, a high energy, quick response (three seconds) source of emergency power is available in the Emergency Power Unit (E.P.U.) which is fueled by hydrazine. The hydrazine is in the form of H70 (70% N2H4 and 30% H2O) and 6.8 US gallons make a full tank. The toxicity of hydrazine is considered along with ways to safely handle it.

N86-26902# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). Aerospace Medical

VISUAL PROTECTION AND ENHANCEMENT

Loughton, England Dec. 1985 230 p refs in ENGLISH and FRENCH Conference held in Athens, Greece, 22-24 Apr. 1985 (AGARD-CP-379; ISBN-92-835-0384-8) Avai: NTIS HC A11/MF

A01
Vision is the preeminent sensory channel through which the aviator obtains information necessary for the control of his aircraft and the execution of his operational role. Recognizing this to be important, all reasonable and practical means of enhancing and protecting vision should be adopted. The papers presented considers not only systems for visual protection and enhancement but also addressed the basic physiological and pathological mechanisms underlying existing and future solutions. For individual titles see N86-26803 through N86-26825.

N86-26803# Army Electronics Research and Development Command, Fort Belvoir, Va. Night Vision and Electro-Optics Lab. IMAGE INTERNSIFIERS: PAST AND PRESENT R. W. VERONA In AGARD Visual Protection and Enhancement

N. VERONA In AGARD Visual Protection and Enhancement
 Proceedings of the Indian State of the India

The evolution of the image intensifier is presented from the first through the third generation. Technological advancements during the past two decades, such as the microchannel plate and the gallium arsenide photocathodes, have significantly improved the image intensifier's projected life time and performance capabilities. Improved manufacturing techniques have contributed to the intensifier's extended life and expanded performance capabilities. This continued progress attests that the image intensifier continues to be a viable sensory extension helping man achieve his goal, the conquest of darkness. Author

N98-26304# Messerschmitt-Boeikow-Blohm G.m.b.H., Munich (West Germany).
FLIR, NVQ AND HMS/D SYSTEMS FOR MELICOPTER OPERATION: REVIEW

H. D. V. BOEHM In AGARD Visual Protection and Enhancement 27 p (SEE N86-26802 17-52) Dec. 1985 refs Avail: NTIS HC A11/MF A01

In the last decade, electro-optical systems have been used successfully in military and civil applications. They extend the scope of operation of ground vehicles, helicopters and fixed wing aircraft from daytime into nighttime, with a 24 hour readiness covering even bad weather conditions. The visual aids fall into two physical ight in the near infrared and the thermal imager, which detect the thermal radiation of all bodies mainly in the 8 to 12 micrometer atmospheric window for bodies with T approx. 20 C. During the last five years, the investigator has carried out helicopter flight trails at night using examples of all these visionic aids (FLIR, LLLTV, NVG, HMS/D and Direct View Optics) for piloting and observation tasks. The detection, recognition and identification range of nine different FLIR were tested in ground and laboratory tests. The evaluation of an optical sensor platform location in the helicopter nose-, roof- and mast-mounted versions, the comparison of thermal and intensifier images and the NVG compatible cockpit were topics of the tests. The optical sensors are described with their limitations and some results of the trials are given, with regard to the pilot's stress situation and eye afety. Author

N89-28805# German Army Aviation School, Bueckeburg (West Germany):
OPERATIONAL EXPERIENCES WITH MIGHT VISION GOOGLES

Germany).

OPERATIONAL EXPERIENCES WITH NIGHT VISION GOGGLES IN HELICOPTER LOW-LEVEL PLIGHT AT NIGHT
H. HAIDN In AGARD Visual Protection and Enhancement 8p (SEE N86-2809 2 17-52) Dec. 1985 refs
Availt: NTIS HC A11/MF A01

The operational marginal conditions are described with regard to the threat analysis in the Central European theater. This is

supplemented by a presentation of the technological and physical aspects of the available visual sensors, such as helmet mounted night vision goggles, low light level television, and forward looking infrared and their employment as pilotage aids within the helicopter cockpit. Also, a description is given of the work capabilities and limitations inherent with the employment of electro-optical vision aids. This involves a comparison of the visual capabilities of the unaided eye during low level flight with Moon illumination at night, conditions during reduced light levels, and viewing the same scene with electro-optical sensors. The requirement for glare protection within the cockpit is discussed and difficult problem to solve is currently presented by positive position fixing under the given circumstances. Aids and procedures to improve navigation were devised and are now successfully in use. Finally, the results of interviews with helicopter pilots, who have long term experience with the use of helmet mounted night vision goggles are

N86-26806# Centre d'Etudes et de Recherches de Medecine Aerospatiale, Paris (France). EVALUATION OF HELICOPTER HELMET-MOUNTED DISPLAY

G. SANTUCCI and C. VALOT In AGARD Visual Protection and Enhancement 14 p (SEE N86-26802 17-52) Dec. 1985 refs Avail: NTIS HC A11/MF A01

A psychophysiological investigation was conducted on a mockup to evaluate a helmet mounted FLIR display. This experiment included laboratory and inflight testing. Laboratory testing included angular visual acuity, contour perception and stereoscopic acuity. Electrooculography was used to test binocular behavior under monocular stimulation (interocular synergy, binocular irvialry, optokinetic nystagmus). Results showed decreased angular and stereoscopic acuity, and provided a better understanding of eye activity components in this situation. Inflight testing; stressful perception was evidenced during low level helicopter flight, which can be either an overestimation of distances and altitude by active pilots, or an underestimation of these parameters by passive pilots. An illusory sensation was observed under certain binocular uses of helmet mounted displays. It concerns contour vision. Hypotheses are formulated for these various sensory changes.

N88-26807# Naval Air Development Center, Warminster, Pa. VISUAL AND SPECTRORADIOMETRIC PERFORMANCE CRITERIA FOR NIGHT VISION GOGGLES (NVG) COMPATIBLE AIRCRAFT INTERIOR LIGHTING

W. A. BREITMAIER and F. REETZ, III In AGARD Visual Protection and Enhancement 11 p (SEE N86-26802 17-52) Dec. 1985 refs

Avail: NTIS HC A11/MF A01

A draft military specification for NVG-compatible aircraft intenor lighting was developed. The specification is based on the utilization of a specific type of NVG, the AN/AVS-6 Aviators Night Vision Imaging System (ANVIS). The performance requirements and testing methodology established in the specification and the rationale for developing these requirements are described. The performance requirements are affected by three factors: luminance, chromaticity, and ANVIS compatibility. Luminance requirements do not change drastically from the requirements that presently exist for interior lighting. However, the chromaticity requirements of green for primary and secondary lighting, and yellow for both master caution and warning indicators are different from those that presently exist. The reason for this change is that any lighting with a significant amount of red energy cannot be used in a cockpit that is required to be ANVIS compatible. The implications for this new color design for cockpit lighting are discussed together with the rationale for the chromaticity coordinates and limits chosen. ANVIS compatibility is defined in terms of the spectral sensitivity of the ANVIS and the combination of spectral rediance of the cockpit lighting and the outside world night radiance. Quantitative testing methodology for determining ANVIS compatibility to cockpit lighting is also discussed. A thorough description of all analytic and laboratory studies performed in support of this specification during Author

N86-26908# Aerospace Medical Research Labs., Wright-Patterson AFB, Ohio. NIGHT VISION SUPPORT DEVICES: HUMAN ENGINEERING INTEGRATION

L. V. GENCO In AGARD Visual Protection and Enhancement 8 p (SEE N86-26802 17-52) Dec. 1985 Avail: NTIS HC A11/MF A01

Although NVGs extend the luminance range over which vision can be used, current AN/PVS systems require special cockpit ighting to be fully effective, reduce visual depth of field and diminish the field of view. All three of these factors are extremely important to pilots performing night operations. The results of several operationally oriented efforts conducted by the U.S. Air Force to improve visual performance, cockpit lighting, and flight information transfer in conjunction with the use of NVGs are described. The efforts include an operational definition of NVG compatible lighting, a recommended approach to improving depth of focus, an attempt to expand field of view, and a description of a NVG HUD using optically injected flight data. All efforts center around using or modifying current AN/PVS NVGs used by US forces.

Author

N86-26809# Army Aeromedical Research Lab., Fort Rucker,

MICRO-HEADS-UP DISPLAY FOR ENHANCEMENT OF NIGHT VISION GOGGLE OPERATIONS

R. SIMMONS, K. KIMBALL, and B. HAMILTON In AGARD Visual Protection and Enhancement 9 p (SEE N86-26802 17-52) Dec.

Avail: NTIS HC A11/MF A01

A series of investigations which were initiated in 1976 and completed in March 1984 by the US Army addressed the utility of providing a subminiature heads-up flight instrument display for the NVG system. The research first attempted to identify critical flight information that should be provided to supplement the degraded environmental cues during NVG operations. Subsequent research explored methods of presentation (digital vs. dynamic information), in-line mounting of the display to NVG, and in-flight human factor considerations of the total system.

N96-26810# Army Aeromedical Research Lab., Fort Rucker, AEROMEDICAL LESSONS LEARNED WITH NIGHT VISION

D. R. PRICE and W. E. MCLEAN In AGARD Visual Protection and Enhancement 10 p (SEE N86-26802 17-52) Dec. 1985 Avail: NTIS HC A11/MF A01

A review of night vision devices used in the military helicopter flight environment is presented, along with aeromedical lessons learned. Discussion revolves around experience with three U.S. Army aviation systems: the currently used second-generation right vision goggle (NVG), or AN/PVS-5; the soon-to-be-fielded AN/AVS-6 third-generation NVG; and the AH-64 Apache thermal sensor and imaging system. Performance characteristics are presented, and primary emphasis is on aeromedical research related to plot interface with the systems to include visual acuity. contrast sensitivity, depth discrimination, dark adaptation, crew tatigue, and adaptational problems.

N86-26811# Marconi Avionics Ltd., Rochester (England)

MIGHT VISION BY NVG WITH FLIR
G. C. BULL /// AGARD Visual Protection and Enhancement 7 p (SEE N86-26802 17-52) Dec. 1985 Avail: NTIS HC A11/MF A01

Night Vision Goggles and fixed forward looking infrared equipment both have particular operational shortcomings when used in a fixed wing aircraft for close air support at night. However, when operated together, they compensate for each others deficiencies forming a highly capable system at far less cost and complexity compared with other night vision systems.

Hamburg Univ. (West Germany). Dept. of N86-26812# Ophthalmology.

PARTICULAR PROBLEMS OF AIRWORTHINESS FROM AN OPHTHALMOLOGICAL VIEW

DRAEGER, K. HANKE, and H. WIRT /n AGARD Visual rotection and Enhancement 3 p (SEE N86-26802 17-52) Dec. In AGARD Visual

Avail: NTIS HC A11/MF A01

Navigation of aircrafts depends on visual acuity and optical perception in the main. Therefore ophthalmological evaluation is of major importance in aviation medicine. Each country own national medical standards for the three different pilot classes. But there still remain applicants not exactly meeting these standards. In West Germany, a special expert board is competent for these borderline cases in civil aviation. Some examples are given from the practice of this board showing the particular problems of appropriate decisions. Also the major differences of national regulations between West Germany and the USA are discussed, comparing civil and Air Force standards.

N86-26813# Letterman Army Inst. of Research, San Francisco,

COMPUTER VISUAL SIMULATION OF CONTRAST SENSITIVITY
DEFICITS INDUCED BY LASER AND CHEMICAL ANTIDOTE EXPOSURE

H. ZWICK, D. MONROE, and L. SHERMAN In AGARD Visual Protection and Enhancement 4 p (SEE N86-26802 17-52) Dec.

Avail: NTIS HC A11/MF A01

Training in some complex combat related tasks may produce a degree of transient visual impairment which may simulate what could be expected in combat. A method is presented for simulating visual impairment produced by potential combat conditions. The use of a computer to both digitize and store as well as produce the simulated image has provided an ideal tool for research. The degree of realism provided by such simulation offers suggestions for development of more realistic training techniques

Author

NRG-26814# Hamburg Univ. (West Germany). Dept. of Ophthalmology.

NEW GLASSES FOR PRESBYOPIC PILOTS

In AGARD Visual J. DRAEGER, H. WIRT, and K. HANKE In AGARD Visual Protection and Enhancement 3 p (SEE N86-26802 17-52) Dec.

Avail: NTIS HC A11/MF A01

Presbyopia is a physiological condition starting by an age of about 40 and increasing steadily with age until accommodation ceases around 55. This means that the naked eye is not able to read instruments and charts in near distance. In a fighter cockpit the information of the head-up display is projected on to the windscreen. Therefore, the pilot has to share his attention between infinity and the projected image of the head-up display, focussing and defocussing very quickly between both distances, always looking straight. This reaction slows down with age. In an experimental study an attempt was made to investigate this complex problem and to test certain solutions. A group of untrained presbyopic subjects were asked to perform specifically designed tasks of assembling small parts and were titted with different multifocal glasses. In three different ranges and different levels, approximately according to the distance in a cockpit, they had to differentiate and to grasp small electronic elements and to fix them on an electronic plate. The time needed and the mistakes were noted and compared. The evaluation showed much better results for those subjects which had with their glasses the greatest visual field for each specific range and level.

N86-28815# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).
CONTACT LENSES FOR PILOTS AND AIRCREW IN THE SERVICES

J. K. CLOHERTY In its Visual Protection and Enhancement 12 p (SEE N86-26802 17-52) Dec. 1985 Avail: NTIS HC A11/MF A01

AVail: NTS HC ATT/MP AUT

After working for five years in the contact lens department of
Moorsfields Eye Hospital in London and after fitting and monitoring
forty volunteers in the RAF Aircrew Soft Contact Lens Trial, it is
the opinion of the author that high water content soft contact lenses, or silicone lenses, used as extended wear lenses, are the

only contact lenses which are suitable in an aircrew service environment. The fitting and monitoring of such lenses must be carried out by experts in the field of contact lenses.

Author

National Aerospace Medical Centre, Soesterberg

(Netherlands). Dynamic Behaviour of Spherical and Aspherical Contact Lenses exposed to +QZ-acceleration

H. PUNT, A. C. H. VANDENHEUVEL, H. H. VANDENBIGGELAAR (Royal Netherlands Air Force, The Hague.), G. J. HOEKSTRA, and A. J. P. ROUWEN (Militair Hospitsal Dr. A. Mathijsen, Utrecht (Netherlands)). In AGARD Visual Protection and Enhancement 5 p (SEE N86-26802 17-52). Dec. 1985

A study was made of the behavior of two types of hard contact A study was made of the behavior of two types of hard contact lenses fitted to a young myopic pilot and exposed to +Gz-acceleration forces. The degree of dislocation of the hard lenses was studied as was the pathological phenomena of the cornea under increasing +Gz-forces. The two types of the evaluated contact lenses are a conventional spherical polymethylmethacytate (PMMA) lens and an aspherical gas-permeable lens. In a human centrifuge a test person was exposed to +Gz-forces increasing from +1 to +9 Gz. In the apposed to +0x-to-test increasing from +1 to +9 dz. In the gondola a videotelecamara was focussed at the head of the test person during the total test session. It could be concluded that the aspherical gas-permeable contact lenses maintained an optimal concentration under all circumstances. The conventional hard contact lenses with a spherical base curve and a smaller diameter showed downward decentration under increasing +Gz-loads from +6 Gz to a peak value of 8.6 Gz. However, the dislocation never caused the contact lens to leave the cornea. The results are caused the contact lens to leave the cornea. The received discussed in relation to practical consequences for pilot flying high Author

N86-26817# Letterman Army Inst. of Research, San Francisco,

EFFECTS OF BROAD-BANDED EYE PROTECTION ON DARK ADAPTATION

H. ZWICK, T. A. GARCIA, E. S. BEATRICE, and K. R. BLOOM In AGARD Visual Protection and Enhancement 8 p (SEE N86-26802 17-52) Dec. 1985 Avail: NTIS HC A11/MF A01

Modern combat scenarios require soldiers to perform military tasks under night time conditions. While image enhancement devices are vital to such military performance, unimpaired human night vision retinal mechanisms are essential for performance success. Protection of the human biological sensor is of utmost importance. In this investigation, earlier findings indicating that sunglasses could prevent deleterious effects of bright light on dark adaptation are reexamined. It was found that the use of broad band attenuating spectacles could improve absolute visual thresholds but they had minimal effect on central retinal mechanisms. Dark adaptation functions measured with long wavelength light showed no significant sunglass effect; whereas, such functions measured with intermediate spectral light decreased in final visual thresholds. These differential effects were obtained under environmental light conditions insufficient to produce an evaluation in final visual thresholds for control group subjects not provided with sunglasses. The results strongly support previous arguments for providing standard visible and near ultraviolet protection to personnel required to perform military tasks under extremely bright environmental light.

N98-28818# School of Aerospace Medicine, Brooks AFB, Tex. EYE PROTECTION AGAINST INTENSE LIGHT SOURCES D. N. FARRER //n AGARD Visual Protection and Enhancemer 3 p (SEE N96-26802 17-52) Dec. 1985

NTIS HC A11/MF A01

Avair: NTIS HC ATT/MH AUT

The assessment of modern techniques for the protection of the eyes against laser radiation must begin with the careful evaluation of these stimuli within the context of impairment of useful work. Occupational safety and health standards were designed to define exposure limits of laser systems to prevent damage. However, an eye hazard may not exist within some exposure conditions (e.g., glare, dezzle, or reversible scotoma) in which functional vision impairment could result in job performance failures. Additionally, eye protection devices should not induce impairment properties. It is within this context that this research program was designed. The identification of laser threats, effects on functional vision and eye protective device properties are important considerations for successful aircrew performance. The vast array of intense light sources which represent threats to functional vision, introduces significant challenges for this research

N86-28819# WWDBw ABC-Schutz, Munster (West Germany).
CALCULATIONS ON TECHNICAL REQUIREMENTS FOR PROTECTION DEVICES AGAINST A NUCLEAR LIGHT FLASH W. REHMANN and H. SESTERHENN In AGARD Visual Protection and Enhancement 11 p (SEE N86-26802 17-52) Dec. 1985 Avail: NTIS HC A11/MF A01

Preliminary calculations on the requirements for protective devices against permanent retinal burns caused by nuclear detonations were based on a simplified model which was also used for this study. Computations concerning the reversible flash blindness of flight crews caused by a nuclear explosion is studied as well as the resultant technical requirements to be met by antiflash eye protection systems. In the low yield nuclear range the computations led to shutter times which are technically unfeasible at the present time. Therefore, additional computations were made to determine the periods of blindness occurring when technically feasible antiflash eye protection systems are used. They were then compared with the periods of blindness to be expected under identical conditions but without antiflash eye protection

N86-26820# WWDBw ABC-Schutz, Munster (West Germany).
GERMAN DEVELOPMENT OF A LC-FLASHBLINDNESS DEVICE

W. REHMANN and H. SESTERHENN In AGARD Visual Prote and Enhancement 6 p (SEE N86-26802 17-52) Dec. 1985 Avail: NTIS HC A11/MF A01

A research program was conducted on the feasibility of flash blindness protection by liquid crystal techniques. The result was the development of a reversible fast optical shutter basically consisting of a liquid crystal cell enclosed in 2 crossed polarizers, which provided promising data for an application for flash blindness protection. Shutter times were in the range of 50 to 80 microseconds, an open state transmittance of 0.25 to 0.30 is state of the art. The closed state transmittance amounts to .0001 to

Naval Air Development Center, Warminster, Pa. Life Sciences Research Group.
THE APPLICATION OF DIFFRACTION OPTICS TECHNIQUES

THE APPLICATION OF DIFFRACTION OFTICS TECHNIQUES TO LASER EYE PROTECTION

G. T. CHISUM In AGARD Visual Protection and Enhancement
4 p (SEE N86-26802 17-52) Dec. 1985

Avail: NTIS HC A11/MF A01

Development of a method of protecting the eyes of military personnel from laser radiation has been pursued for a number of years. The devices developed have marginal acceptability particularly for aircrew personnel. Efforts underway to develop a holographic diffraction grating protection device indicate that such rice is feasible and that the requirements of high transmittance, vavelength rejection and configuration suitable for aircre use can be met.

N86-26822# Letterman Army Inst. of Research, San Francisco,

FOVEAL FLASHES AND HUMAN PERFORMANCE D. I. RANDOLPH, E. T. SCHMEISSER, and E. S. BEATRICE AGARD Visual Protection and Enhancement 6 p (SEE N86-26802 17-52) Dec. 1985 Avail: NTIS HC A11/MF A01

The role of several variables in the production of a flash which would reduce the ability of humans to detect and discriminate targets, functions which are required of both air and ground troops is determined. Four volunteers were exposed to xenon gas discharge tu les with different retinal spot sizes and flash durations. Oscinarge it, ses with different resings spot sizes and intean our autor. The task consisted of a reaction time experiment in which the subjects detected both the presence and orientation of a striped grating which subtended 0.57 deg at the retina. Three grating contrasts at three pattern-background contrasts were presented in a pseudo random order. Three flash conditions were used. The results showed that the larger image size and longer flash durations produced significantly poorer performance on both the detection and discrimination tasks. For the smallest retinal spot size, and the shortest flash condition, the detection but not the discrimination times were faster than the nonflash trials. This indicated that white the flash may have acted as a preparatory signal, more complex pattern processing remained sensitive to the flash. Author

N86-26823# Letterman Army Inst. of Research, San Francisco, Calif.
PERMANENT VISUAL CHANGE ASSOCIATED WITH PUNCTATE

N. ZWICK, K. R. BLOOM, and E. S. BEATRICE In AGARD Visual Protection and Enhancement 8 p (SEE N86-26802 17-52) Dec. 1985

Avail: NTIS HC A11/MF A01

FOYEAL LESIONS

In order to understand battlefield hazards of laser exposure under field conditions, it has been necessary to evaluate effects of small punctate fowes lesions on visual function of nonhuman primates. Previous experiments have found a correlation between functional loss and foveal damage. The present investigation showed that detecting the effects of small foveal lesions is not an easy task. From the results, the possibility that considerable foveal damage could occur before a measurable change in visual function could be detected with presently available visual function testing procedures is apparent. It is recommended that more sensitive visual function test procedures, such as clinical tests that measure both spectral and spatial resolution under threshold contrast conditions.

N86-26824# British Aerospace Public Ltd. Co., Kingston-upon-Thames (England). Systems Engineering Dept. VISUAL DIFFICULTIES ASSOCIATED WITH FUTURE WINDSCREEN AND HUD INTEGRATION

WINDSCREEN AND HUD INTEGRATION

A. J. HULME and K. F. SHRUBB /n AGARD Visual Protection and Enhancement 9 p (SEE N86-26802 17-52) Dec. 1985

Avail: NTIS HC A11/MF A01

Avair. The integration of a binocular HUD and the windscreen requires the consideration of a number of optical parameters if the HUD symbology is to be superimposed on the real world scene without giving rise to unacceptable visual difficulties. These parameters are described as are the causes of these difficulties, and a number of experiments carried out during these investigations are reported. The significance of these results for future aircraft and their operations is discussed.

N96-26925# British Aerospace Public Ltd. Co., Lancashire (England). Cockpit Specialist Group.
HUMAN FACTORS: THE CINDERELLA DISCIPLINE IN COCKPIT

INVERFACE DESIGN
K. W. MATIN and J. LAYCOCK (Royal Aircraft Establishment, Farnborough, England). In AGARD Visual Protection and Enhancement. 10 p. (SEE N86-26802 17-52). Dec. 1985. Avail: NTIS MC A11/MF A01.

The present trend in military aircraft design towards compact cockpits, multifunction controls and displays, and integrated systems within more agile and smaller airframes, has resulted in a greater need for human factors involvement in the design of the man machine interface. The cockpit of the modern military aircraft is inevitably a compromise of conflicting design disciplines, and one in which human factors fails to achieve any long term influence because the discipline lacks the absolute argument necessary for survival in the industrial environment. If human factors are to establish the degree of influence the current levels or research justify, then a new approach is necessary. This approach must recognize the practical problems associated with the design and manufacture of the integrated weapons delivory system that future aircraft represent. One possible approach may be the generation of human factors design tools, for use by engineers, which incorporate human seasory emulations and provide outputs that can be integrated into the engineering discipline. Author

N86-30309# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). Aerospace Medical Panel.

MEDICAL SELECTION AND PHYSIOLOGICAL TRAINING OF FUTURE FIGHTER AIRCREW

Loughton, England Dec. 1985 146 p refs In ENGLISH and FRENCH Conference held in Athens, Greece, 25-26 Apr. 1985 (AGARD-CP-396; ISBN-92-835-0385-8) Avail: NTIS H A07/MF A01

The conference proceedings reviewed and made recommendations with respect to the medical selection and physiological and physical training of pilots who are to operate future fighter aircraft. The relevant characteristics of a proposed USAF fighter and the European Fighter Aircraft were discussed and used as the basis for selection and training considerations. Contributors drew upon the experience of the medical selection of pilots for present fighter aircraft. The cardiovascular, vision, and vertebral column sepects of medical selection and monitoring are considered in depth and recommendations made as to the methods which should be employed in the future. The influence of physical fitness upon pilot performance is addressed. The philosophy and practice of physiological training of aircrews is reviewed with emphasis on the value of the human centrifuge in teaching G protective maneuvers. For individual titles see N86-30310 through N86-30327.

N86-30310# Air Force Wright Aeronautical Labs... Wright-Patterson AFB, Ohio. AIRCREW ASPECTS OF UNITED STATED FUTURE FIGHTER AIRCRAFT

R. D. KROBUSEK. In AGARD Medical Selection and Physiological Training of Future Fighter Aircrew. 5 p (SEE N86-30309 21-52) Dec. 1985

Avail: NTIS HC A07/MF A01

The cockpit environment of fighter aircraft for the year 2000 and beyond will undoubtedly need aircraft technologies and protective devices to meet the ever growing enemy challenge. Recent advances in aircraft structures, flight controls, sensors, multipurpose and touch-sensitive displays, voice recognition and synthesis, enemy defenses, and chemical/biological warfare (CBW) technologies will combine to create a cockpit environment for future fighter aircraft vastly different and potentially more complex than any previously encountered by aircrews. This integration of equipment and crewmembers will interact such that new stresses will be created and existing ones aggravated. Special maneuver capability through the use of direct side force may provide significant tactical advantage at the expense of stress due to lateral acceleration forces. A few of these current technolowes and some of the driving forces which will affect the cockpit environment of tomorrow's aircraft will be identified and discussed briefly. These technologies, as well as others, should receive further study for their effects on the aircrew prior to application in future aircraft. Proper application of the results of these studies will prevent the unbridled growth of cockpit complexity.

N86-30311# Defence and Civil Inst. of Environmental Medicine, Downsview (Ontario). CANADIAN FORCES APPROACH TO AIRCREW MEDICAL SELECTION

G. GRAY In AGARD Medical Selection and Physiological Training of Future Fighter Aircrew 6 p (SEE N86-30309 21-52) Dec. 1985

Avail: NTIS HC A07/MF A01

With advances in aircraft performance capabilities and in medical screening technology, major changes in Canadian Forces aircrew medical screening procedures were proposed and are being introduced. In addition to the standard battery of tests, additional screening procedures being introduced or evaluated include drug screening for cannabinoids, contrast sensitivity function visual assessment, echocardiograms, cardiovascular risk assessment, pulmonary function testing, an aeromedical history questionnaire, and a psychosocial and clinical review by a flight surgeon. Screening electruencephalograms are being continued. This data is used to reject candidates who fail to meet section standards, and to provide a Medical Suitability Rating for acceptable candidates. Of candidates screened 2.8% had positive test for urinary cannebinoids. Contrast sensitivity norms for the aircrew candidate population are higher than for other populations studied.

52 AEROSPACE MEDICINE

Contrast sensitivity may be helpful in assessing candidates whose vision is close to standards. This approach to initial medical screening should reduce attrition of experienced aircrew for medical reasons, and will enhance flight safety over the years to come.

N86-30312# Tactical Air Command, Langley AFB, Va.
MEDICAL SELECTION AND PHYSIOLOGICAL TRAINING OF
FIGHTER PILOTS: A 1965 PERSPECTIVE AND OVERVIEW R. M. DEHART In AGARD Medical Selection and Physiological Training of Future Fighter Aircrew 5 p (SEE N86-30309 21-52) Dec. 1985 Avail: NTIS HC A07/MF A01

From an aeromedical perspective, there are two major goals for the Tactical Air Force. The first is to reduce the aircraft mishap rate due to human factor variables. The second is to enchance pilot capability to perform in the modern fighter environment. Fighter pilots can perform in the 9G (sub z) environment effectively and safety if they are properly selected, educated, and trained. In addition to being good aviators, smart, and aggressive, fighter pilots must be physically healthy and in excellent physical condition. A thorough understanding of high-G physiology and the personal physiological flight envelope is needed. Accomplishing the variety tives required to realize these goals is an exciting challenge for the aerospace medical community

N86-30313# School of Aerospace Medicine, Brooks AFB, Tex.
CARDIOVASCULAR STANDARDS FOR SELECTION AND
RETENTION OF HIGH PERFORMANCE PILOTS IN THE USAF:
PERSPECTIVES FOR THE NEXT DECADE

PERISPECTIVES FOR THE NEXT DECADE
J. R. HICKMAN, JR., G. M. MCGRANAHAN, JR., R. M. PAULL,
and R. M. DEHART (Tactical Air Command, Langley AFB, Va.)
// AGARD Medical Selection and Physiological Training of Future
Fighter Aircrew 7 p (SEE N86-30309 21-52) Dec. 1985
Avail: NTIS HC A07/MF A01

Cardiovascular selection and retention standard must be based upon a number of considerations which are primarily epidemiological in nature. In young applicants, there is little rationale in the performance of expensive, tabor intensive studies which yield nonspecific results, most of which are normal variants. Stress tests and Holter monitors fall into this category. Since the significance of nonspecific findings is determined by the presence significance of underlying organic structural defects, it is recommended that testing in a young population be directed toward the detection of anatomical defects. It is also recommended that abnormal findings of a structural nature then be assessed with functional tests to determine whether the applicant may enter some form of aviation training or be disqualified from all training. B.G.

NB6-30314# Centre Principal d'Expertises Medicales du Personnel Navigant de l'Aeronautique, Paris (France). SELECTION AND MEDICAL TESTING OF MIRAGE 2000 PILOTS: REPORT OF ECHOCARDIOGRAPHY (SELECTION ET SURVEILLANCE MEDICALES DES PILOTES DE MIRAGE 2000: APPORT DE L'ECHOCARDIOGRAPHIE)

H. ILLE, A. DIDIER, N. ALLEGRINI, and C. MAUREL. In AGARD Medical Selection and Physiological Training of Future Fighter Aircrew 13 p (SEE Nee-30309 21-52) Dec. 1985 in FRENCH Avail: NTIS HC A07/MF A01

The use of echocardiological examinations in the selection of prospective combat aircraft crews is discussed. Included is a comparative study of two homogeneous pilot cohorts; one consists of 34 transport aircraft pilots, and the other consists of 32 con-pilots. It is shown that the two cohorts present the same anomal of the right cardiac region (mitral valvular prolapsus). However, it is shown that the anomalies of the right cardiac region form a right ventricular dilation only in combat pilots. Two hypotheses were developed: that the anomalies are an adaptation of the right cardiac region to accelerations, or that they are a stage preceeding secondary myocardial shock due to aeronautical constraints. N86-30315# Hopital d'Instruction des Armees, Versailles

CONTINUOUS ECG MONITORING OF MIRAGE 2000 PILOTS (COMPARISON WITH MIRAGE 3 AND F1 PILOTS)
[ENRIGISTREMENT CONTINU DE L'E.C.G. CHEZ LES PILOTES DE MIRAGE 2000 (COMPARAISON AVEC LES PILOTES DE MIRAGE 3 ET F1))

A. SEIGNEURIC, G. LEGUAY, J. P. BURLATON, G. POYOT, and M. SYLVESTRE In AGARD Medical Selection and Physiological Training of Future Fighter Aircrew 3 p (SEE N86-30309 21-52) Dec. 1985 In FRENCH

Avait. NTIS HC A07/MF A01
Continuous Electrocardiographic monitoring for a duration of 24 hours allows a comparison of a sample of 24 conventional combat aircraft pilots (Mirage III and FI), with 7 Mirage 2000 pilots. A comparison of problems due to excitability during flight does not show signification differences among the two groups. Problems due to solar repolarization were recorded only for high-performance aircraft pilots. Differences primarily included cardiac frequencies in flight; they were clearly lower for the Mirage 2000 pilots as observed acceleration was increased. This corresponds with the differences in characteristics of the two populations, persinger to differences in characteristics of the two populations, pertaining to the different missions. It is shown that modern combat aircraft, characterized by intense and prolonged acceleration, are capable of causing a certain excitability factor for the pilots. It is important to determine the influence of this acceleration on the cardiovascular

N86-30316# Centre d'Essais en Vol, Bretigny-sur-Orge

THE USE OF ECG CHANGES CAUSED BY ACCELERATION AS TOLERANCE PREDICTION FACTORS ILES AS TOLERANCE PREDICITION FACTORS (LES MODIFICATIONS ELECTROCARDIOGRAPHIQUES INDUITES PAR LES ACCELERATIONS, FACTEUR PREDICTIF DE LA

J. H. CLERE, H. VIELLEFORD, and J. L. POIRIER In AGARD Medical Selection and Physiological Training of Future Fighter Aircrew 7 p (SEE N86-3L309 21-52) Dec. 1985 In FRENCH Avail: NTIS HC A07/MF A01

high-G accelerations experienced by combat aircraft pilots are arythmogenic. Of 328 electrocardiographic (EKG) tests done on 146 subjects submitting to accelerations of 4 to 11 G at a duration of 20 to 60 seconds, 215 supraventricular anomalies were observed on 181 tests, and 37 ventricular anomalies were observed on 31 tests. The frequency of these anomalies are a function of the tests. The frequency of threat anomalies are a minution of the intensity of the acceleration. However, there appeared to be no correlation between the EKG anomalies and the hemodynamic phenomena caused by problems of visual function or psychomotor problems. Thus it is stated that EKG monitoring may be of interest for use as a prediction factor for acceleration tolerance. It is stated that the anomalies of rhythm are probably based on vagus reflexes caused by attempts by the heart to protect against the acceleration, as well as by the venous responses to the centrifuge.

Royal Air Force Inst. of Aviation Medicine, Famborough (England). PATHODOUGH (ENJERGY).

ENTRY VISUAL STANDARDS AND OCULAR EXAMINATION
TECHNIQUES FOR FUTURE FIGHTER AIRCREW
D. H. BRENNAN In AGARD Medical Selection and Physiological
Training of Future Fighter Aircrew 6 p (SEE N86-30309 21-52)

Avail: NTIS HC A07/MF A01

The visual tasks of future fighter aircrew are likely to increase both in magnitude and complexity. The increasing adoption of devices for visual enhancement and protection, even now, poses problems for integration with spectacles. The visual standards required for initial selection for training as a pilot or navigator should, if numbers permit, be such that trained aircrew are unlikely to require a visual aid until presbyopia physiologically demands correction in the latter half of the fourth decade. The visual standards considered appropriate for future fighter aircrew and related ocular examination techniques both conventional and those designed to test such specialized ocular functions as stereopsis, glare resistance, dark adaptation, hue discrimination, and modulation transfer function are discussed. N86-30318# Centre d'Etudes et de Recherches de Medecine tiale, Paris (France).

Aerospatiale, Paris (France).

SENSITIVITY TO COLOR CONTRASTS AND THE SELECTION
OF NAVIGATOR PERSONNEL (SENSIBILITE AU CONTRASTE
EN COULEURS ET SELECTION DU PERSONNEL NAVIGANT).
J. P. MENU, G. SANTUCCI, and C. CORBE In AGARD Medical
Selection and Physiological Training of Future Fighter Aircrew 8
p (SEE N86-30309 21-52) Dec. 1985 In FRENCH
Avail: NTIS HC A07/MF A01
Using a specific reverbookysical method the sensitivity to color.

Using a specific psychophysical method, the sensitivity to color contrasts (FSC) was systematically tested for subjects undergoing ophthelmological examinations. Following FSC examinations. several subjects with ametrophic conditions were studied. The FSC examinations were modified to obtain the exact nature of the ophthalmological I problem. It is shown that there is a change in the spatial frequencies of the blue section for subjects with myopic ers, and a change in the red section for far-sighted subjects This change is shown to be proportional to the degree of ametrophic disorder. Thus, FSC tests are proposed as a basis tor tests for the selection of navigators.

N86-30319# School of Aerospace Medicine, Brooks AFB, Tex

COMPUTER ANALYSIS OF VISUAL AND VESTIBULAR OCULOMOTOR FUNCTION IN THE MEDICAL SELECTION OF FIGHTER AIRCREW MEMBERS

J. W. WOLFE, E. J. ENGELKEN, and K. STEVENS, W. In AGARD Medical Selection and Physiological Training of Future Fighter Aircrew 6 p (SEE N86-30309 21-52) Dec. 1985 Avail: NTIS HC A07/MF A01

Methods for evaluating visual and vestibular-oculomotor function

in aircrew members are reviewed. Three specific tests are described: pursuit tracking, harmonic angular acceleration, and saccadic tracking. In all of these tests, on-line computer analysis saccanc tracking, in all of these tests, on-time computer analysis is used to quantify and describe the input/output relationships. An example of clinical data from pursuit tracking and harmonic angular acceleration tests for a patient with known pathology are used to demonstrate changes in test results. The major point is that it is now practical to evaluate oculomotor function in pilots and aircrew members selected for fighter aircraft duty.

N86-30320# Naval Aerospace Medical Research Lab., Pensaco

VISUAL CAPABILITIES RELATED TO FIGHTER AIRCREW PERFORMANCE IN THE F-14 AND ADVERSARY AIRCRAFT W. A. MONACO and P. V. HAMILTON In AGARD Medical Selection and Physiological Training of Future Fighter Aircrew 9 p (SEE N86-30309 21-52) Dec. 1985 ail: NTIS HC A07/MF A01

Standards for aviation personnel should be based on capacities for performing critical tasks. The use of scores on task-relevant visual tests to predict air-to-air target detection performance of pilots involved in air combat maneuver (ACM) training was determined. A series of automated vision tests was determ determined. A series of automated vision tests was determined in a mobile field laboratory located at a Tactical Air Combat Training System (TACTS) range. A computerized telemetry network provides extensive real time data on observer and target aircraft flight dynamics, and environmental parameters. A pilot's performance on each ACM engagement was measured by the slant range at the instant he sighted a target aircraft. Priminary analyses show that about 30% of the variance in the slant range is accounted for by flight dynamics, and environmental parameter, and vision data.

N95-30321# Naval Aerospace Medical Research Lab., Pensacola,

VISION TEST BATTERY THRESHOLD AND RESPONSI

AS PREDICTORS OF AIR-TO-AIR VISUAL TARGET ACQUISITION IN F-14 AND ADVERSARY AIRCRAFT A. MORRIS, P. V. HAMILTON, W. A. MOREY, and R. P. BRIGGS (University of Southern Catifornia, Los Angeles.) In AGARD Medical Selection and Physiological Training of Future Fighter Aircrew 8 p (SEE N86-30309 21-52) Dec. 1985

Arrorew o p (SEC Net-3400 21-52) Dec. 1985
Avail: NTIS HC A07/MF A01
The Naval Aerospace Medical Research Laboratory (NAMRL)
Vision Test Battery provides assessment of various visual functions,
including spot detection, acuity at high and low contrast, glare
sensitivity, and accommodative flexibility. Within these tests are

measures of threshol, threshold-stressed response time (for near-threshold stimuli), and uncontounded response time (for supra-threshold stimuli). The contribution of response time variables to predicting flight performance was evaluated for 73 fighter pilots. data were compared to performance in air combat vision test data were compared to performance in air combat maneuver training. The distance (start range) between the observer and target aircraft at time of initial visual detection was used as the performance variable. Availability of response time variables enhanced the ability to predict the air-to-air visual target detection performance of these pilots. Four vision variables accounted for about 32% of the variance in performance of those pilots who detected target aircraft at slant ranges greater than the group average. Prediction of performance is improved by incorporating other vision data and additional refinement of the performance

N86-30322# Hopital d'instruction des Armees, Paris (France).
THE VERTEBRAL COLUMN: SELECTION AND APTITUDE OF
COMBAT AIRCRAFT PILOTS OF THE FUTURE [COLONNE VERTEBRALE: SELECTION ET APTITUDE DES PILOTES
D'AVION DE COMBAT DU FUTUR]
P. J. METGES, J. FLAGEAT, R. AUFRET, R. P. DELAHAYE, and

r. v. mc (uso, J. Plageat, R. AUFRET, R. P. DELAHAYE, and H. VIEILLEFOND In AGARD Medical Selection and Physiological Training of Future Fighter Aircrew 3 p (SEE N86-30309 21-52) Dec. 1985 In FRENCH Avait. NTIS HC A07/MF A01

The new generation of combat aircraft is characterized by the possibility of negative effects on the vertebral column due to extended or peak acceleration forces. In order to provide the pilot with optimal capacity for visual information assimilation, the cervical rachis must remain mobile and is therfore vulnerable under certain circumstances. Lesions may occur in this area during flight. Prevention of this condition is based on three elements: extensive radiological examination of the rachis for pilot applicants; technical improvements in helmet alignment; and physical adaptation

N86-30323# Militair Hospitaal Dr. A. Mathiisen, Utrecht

SYSTEMATIC RADIOGRAPHIC EXAMINATION OF THE SPINE FOR SELECTION OF F-16 PILOTS: A PRELIMINARY REPORT A. VANDALEN and H. H. M. VANDENBIGGELAAR (Royal Netherlands Air Force, Soesterberg.) /n AGARD Medical Selection and Physiological Training of Future Fighter Aircrew 4 p (SEE N86-30309 21-52) Dec. 1985 Avail: NTIS HC A07/MF A01

Avair. NTIS HC A07/Mir A01
With the introduction of the high performance aircraft F-16 in
the Royal Netherlands Air Force an increase in spinal column
disorders was anticipated. Therefore, a systematic whole spine
radiography of candidate student pilots (CSPs) and qualified pilots
(QPs) designated to fly F-16 were performed since December (QPs) designated to fly F-16 were performed since December 1982. To reduce radiation exposure radiographs were made using a modern 14 inch intensifier. So far, 225 CSPs and 196 QPs were examined. Strict application of the medical criteria leads to a rejection of 20% of the CSPs because of spinal disorders visualized on X-ray. For F-16 pilots, the major region of interest seems to be the cervical spine. The rejection rate could be reduced by readjustment of the medical criteria and separate selection of helicopter and fighter pilots. Systematic examination of QPs who had no or incomplete previous examinations uncovers a high rate of spinal disorders. In the series QPs without any symptoms were only rejected because of cervical discopathy with osteophyte formation on the backside of the vertebrae and resulting narrowing of the spinal canal.

N86-30324# CEAM, Mont-de-Marsan (France).
PHYSICAL TRAINING OF MIRAGE 2000 PILOTS
IENTRAINEMENT PHYSIQUE DES PILOTES DE MIRAGE 2000]
G. POYOT, J. M. CLERE, J. LEMOT, and J. P. DELATTRE //
AGARD Medical Selection and Physiological Training of Future
Fighter Aircrew 5 p (SEE N86-30309 21-52) Dec. 1985 In
FRENCH

Avail: NTIS HC ...07/MF A01

Nine combat aircraft pilots underwent physical training specifically designed to increase their tolerance to acceleration forces. The suitability of the training was studied using centrifuge tests. The increase in tolerance could be attributed to the effects of the physical training or to an adaptation to the centrifuge. It is shown that together with an excellent original physical condition, specific physical training may increase the tolerance of acceleration forces. Further testing of this is expected.

N96-30325# Belgian Air Force, Brussels.
TREADMILL SPIROERGOMETRY IN THE SELECTION AND TREADMILL SPIROERGOMETRY IN THE SELECTION AND SCREENING OF HIGH-PERFORMANCE COMBAT AIRCRAFT PILOTS IN THE BELIGAN AIR FORCE [SPIROERGOMETRIE SUR TAPIS ROULANT DANS LA SELECTION ET LA SURVEILLANCE DES PILOTES D'AVIONS A MAUTES PERFORMANCES DE LA FORCE AERIENNE BELGE] G. PIROUIN, J. VASTESAEGER, and P. VANDENBOSCH IN AGARD Medical Selection and Physiological Training of Future Fighter Aircrew 5 p (SEE N86-30309 21-52) Dec. 1985 IN FRENCH

Avail: NTIS HC A07/MF A01

All pilots of the Belgian Air Force who were designated for conversion to the F-16 aircraft underwent cardiovascular and respiratory examinations. One of the tests was a test for maximum respiratory examinations. One of the tests was a test for maximum treadmill effort. In the first study, the results of the screening were combined with the results of tests conducted on a group of young candidate student pilots. The aerobic capacity of this population was then evaluated. The test sample included 156 persons of various ages and in different stages of physical conditioning. In the second study, the positive effects of physical training on the treadmill spiroergometric examination of a group of F-16 pilots were examined.

B.G.

N86-30326# Naval Aerospace Medical Research Lab., Pensacola,

RELATIONSHIP OF CARDIOPULMONARY FITNESS TO FLIGHT PERFORMANCE IN TACTICAL AVIATION

G.R. BANTA and J. D. GRISSETT In AGARD Medical Selection and Physiological Training of Future Fighter Aircrew 11 p (SEE N86-30309 21-52) Dec. 1985

Avail: NTIS HC A07/MF A01

Current endeavors to identify whether cardiopulmonary fitness can positively influence flight performance in a tactical fighter community are discussed. Population analyses of experienced and student Naval aviators present evidence that the U. S. Navy aviation sidual reveal avaitors present evidence that the U.S. navy avaitor pilot community is in an above the average state of physical fitness with less than average coronary heart disease potential. Correlations found between cardiopulmonary fitness and psychophysiological responses that occur during simulated and/or actual flight operations present strong ecidence that flight performance could be favorably affected. Author

N86-30327# Naval Aerospace Medical Inst., Pensacola, Fla. Aviation Physiology Dept.
HYPOBARIC TRAINING OF FLIGHT PERSONNEL WITHOUT

COMPROMISING QUALITY OF LIFE
D. M. HERRON In AGARD Medical Selection and Physiological

Training of Future Fighter Aircrew 7 p (SEE N86-30309 21-52) Dec. 1985

Avail: NTIS HC A07/MF A01

The increased incidence in decompression sickness during physiology training among U. S. Navy aircrew personnel and physiology training among U. S. Navy aircrew personnel and medical attendants requires a search for attendative means of permitting recognition and corrective action of hypoxia. The requirement for individual hypoxia training is considered valid not just by Navy regulations but by aeromedical practioners throughout the world. A proposal is made to utilize a gas mixture consisting of 7.4% oxygen and 92.6% nitrogen to induce hypoxia at ground level. This would permit ground level hypoxia training with similar symptoms of hypoxia as presently demonstrated at 25,000 feet in a decompression chamber but would alleviate the primary cause of decompression sickness. All other U. S. Navy training objectives for the chamber exposure would be safely met and more efficiently demonstrated. The initial financial burden in modifying the existing decompression training chamber would be moderate when considering development and manufacturing of a new training device. The utilimate gain exists in decreased human suffering and the necessary return of credibility to the aeromedial training community. This is a must if we are to profess to do no harm.

Author medical attendants requires a search for atternative means of

MAN/SYSTEM TECHNOLOGY AND LIFE SUPPORT

includes human engineering; biotechnology; and space suits and protective clothing.

N85-19653# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). HUMAN FACTORS CONSIDERATIONS IN HIGH PERFORMANCE

Loughton, England Nov. 1984 197 p refs in ENGLISH and FRENCH Symp. held in Williamsburg, Va., 30 Apr. - 2 May (AGARD-CP-371; ISBN-92-835-0368-6; AD-A152468) Avail: FRENCH NTIS HC A09/MF A01

The physical and mental demands placed on the crews of combat aircraft are severe now and are projected to increase in severity in the next five to lifteen years. Human factors needs, promises and practices to design future aircraft systems to ameliorate the physical stressors and mental workload of the creating and the project of the project o are addressed. Future mission requirements, emerging technologies, and findings from research on physiological and cognitive processes and methodology are discussed. For individual titles see N85-19654 through N85-19672.

N85-19654# Smiths Industries Ltd., Bishops Cleeve (England). AIRCREW AND AVIONICS: FRIENDS OR FOES?
R. A. CHORLEY In AGARD Human Factors Considerations in

R. A. CHOHLEY In AGAHD Human Factors considerate High Performance Aircraft 9 p (SEE N85-19653 10-54) 1984 refs Avail: NTIS HC A09/MF A01

The Proliferation of display devices has led to a situation where the complexities of the visual task of acquiring essential information from large numbers of displays, and of providing inputs to the system through large numbers of controllers, are only marginally acceptable. Means are now becoming available to ease this situation. Efforts to design aircrew-friendly avionics systems in an attempt to reduce pilot workload are discussed. Multifunction displays and controllers and facilities, such as direct voice input and speech output are all potentially capable of making avionics systems more efficient.

N85-19655# Army Research Inst. Field Unit, Fort Benning, Ga. MILITARY PILOT ERGONOMICS

I. C. STATLER In AGARD Human Factors Considerations in High Performance Aircraft 13 p (SEE N85-19653 10-54) Nov.

Avail: NTIS HC A09/MF A01

The problem facing virtually all modern military command and control systems is processing and selection among increasingly large amounts of information. Poor system design or excessive mission demands result in high operator workload. A crew workload problem exists in today's tactical military aircaft that can contribute to mission failure or loss of pilot and aircraft. Examples of current designs in which it appears that design engineers have not understood or have ignored fundamental requirements of human sensory and cognitive characteristics and limitations are discussed. Background information to the current problem of the man-machine interface in the tactical military aircraft is provided and current approaches to achieving increased mission performance are

N85-19856# Department of the Air Force, Wright-Patterson AFB, Ohio. F-16 System Program Office.

IMPLICATIONS OF GUIDANCE AND CONTROL TECHNOLOGY
ON HUMAN FACTORS CONSIDERATIONS
R. C. ETTINGE.1 In AGARD Human Factors Considerations in High Performance Aircraft 13 p (SEE N85-19653 10-54) Nov. 1984 refs

Avail: NTIS HC A09/MF A01

Emerging technologies in guidance and control which are candidates for future aircraft are discussed. An advanced development program which successfully demonstrated integrated Fire/Flight Control (IFFC) technology to automatically deliver and air-to-surface weapons

described. The advanced cockpit design of the new F-16 C/D aircraft is also described. Brief descriptions of normal acceleration of G induced loss of consciousness, anti-G hardware and pilot $\bf G$ tolerance in the F-16 are also covered. Lastly, the angle of attack and load factor limiting features of the F-16 and how they affect the maneuvering of this relaxed static stability, fly-by-wire, high performance aircraft are described in detail.

N85-19657# Messerschmitt-Boelkow-Blohm G.m.b.H., Munich at Germany). Human Engineering Dept. ERVATIONS OF PHYSIOLOGICAL AND PSYCHOLOGICAL EFFECTS OF TERRAIN FOLLOWING FLIGHT BASED ON

F. KOEHL and D. SEECK (Messerschmitt-Boelkow-Blohm G.m.b.H. Manching, West Germany) In AGARD Human Factors Considerations in High Performance Aircraft 8 p (SEE N85-19653 Nov. 1984 refs NTIS HC A09/MF A01 10-54)

A short description of the PANAVIA 200 TORNADO TF-Syste Displays and Controls is given. The physiological and psychological effects including monitoring and workload aspects during the current TORNADO TF test flying described are a result of interviewing aircrews with a wide variety of individual operational experience. Crew interviews revealed this task to be a high load on the aircrew. Load is a combination of physical and psychic parts, depending on environmental factors and flight conditions. parts, depending on environmental tactors and ingit conductions. Crew system confidence is acquired through step by step progression to lowest height and from visual meteorological conditions (VMC) to instrument meteorological conditions (IMC)-Terrain Following and will be the base for later services operational pretraining. No pathogenic influences have be

Aerospace Medical Research Labs., N85-19658# Wright-Patterson AFB, Ohio.

PERSONNEL PROTECTION CONCEPTS FOR ADVANCE ESCAPE SYSTEM DESIGN

J. W. BRINKLEY In AGARD Human Factors Considerations in High Performance Aircraft 12 p (SEE N85-19653 10-54) Nov. Avail: NTIS HC A09/MF A01

The severe emergency escape conditions associated with low-altitude and high-speed environments are often beyond the performance capabilities of contemporary ejection seats. A new escape system design approach is needed to extend the performance envelope without increasing the stresses imposed on the ejecting crewmembers. A new approach was developed and specific ejection-seat subsystem design technologies are being explored by the United States Air Force. The central concept of the approach is the automatic selection of the performa characteristics of the escape system based on the conditions that exist at the time of ejection, and the adaptive control of the escape-system performance throughout the escape episode. tion-seat subsystem design concepts being developed to ement this approach are summarized. Several crew-protection implement unis approach are summarized. Several crew-protection concepts are reviewed, including a method to control the risk of injury to be proportional to the life threat of specific escape conditions and a windblast protection device called the flow-stagnation fence. A means to provide real-time assessment and control of the accelerations imposed on an ejection seatis occupant is vital to the new escape system design approach. A six-degree-of-freedom acceleration exposure-limit method currently being developed to meet this requirement is presented. Author

Aerospace Medical Research Labs... N85-19659# Wright-Patterson AFB, Ohio.
TOLERANCE, FATIGUE, WYNGHT-PRITERSON AFB, OTHOL
TOLERANCE, FATIGUE, PHYSIOLOGICAL AND
PERFORMANCE EFFECTS OF SUSTAINED AND OSCILLATING
LATERAL ACCELERATIONS
R. E. VANPATTEN In AGARD Human Factors Considerations

in High Performance Aircraft 6 p (SEE N85-19653 10-54)

Avail: NTIS HC A09/MF A01

The advent of six degree of freedom aircraft such as the AFTI/F-16 prompted performance oriented research on the effects of sustained and oscillating lateral acceleration (+ or < 9y). The literature of classical tolerance research in lateral acceleration is reviewed as a basis for the recent centrifuge research performed at the Air Force Aerospace Medical Research Laboratory. Issues of pilot restraint, biodynamic control cross-coupling, fatigue, body positioning, and pilot performance sensitivity to lateral acceleration are discussed. Results are presented in the context of operational cockpit requirements with implications for the design performance of future six degree of freedom fighter aircraft.

Author

N85-19660# Naval Air Development Center, Warminster, Pa. Aircraft and Crew Systems Technology Directorate.

AMALYSIS OF THE TRANSIENT RESPONSE OF TEMPORAL. ARTERY BLOOD FLOW DATA RELATIVE TO VARIOUS ANTI-G SUIT PRESSURE SCHEDULES

R J CROSRIE In ACARD Human Factors Considerations in Performance Aircraft 11 p (SEE N85-19653 10-54)

Avail: NTIS HC A09/MF A01

A method is presented for objectively measuring the relative effectiveness of various G protective equipment or techniques by comparing the quantitative response of a subject's mean Doppi flow velocity signal to a series of modest G profiles when using two vectors system in turn. The method is applied to evaluate two configurations of the Navy's new servo controlled anti-G valve in comparison with the standard ALAR valve during exposure to G profiles having various rates of G onset.

Messerschmitt-Boelkow-Blohm G.m.b.H., Munich N85-19661# Unternehmensgruppe Hubschrauber und (West Germany).

FINDZEUGE:
IMPACT OF FUTURE AIRCOMBAT CHARACTERISTICS ON
PILOT PERFORMANCE AND COCKPIT DESIGN
K. D. RICHTER In AGARD Human Factors Considerations in
High Performance Aircraft 15 p (SEE N85-19653 10-54) Nov.

Avail: NTIS HC A09/MF A01

Future medium - and short-range weapons are expected to change aircombat characteristics significantly. Medium-range (MRI) weapon technology and performance will torce a supersonic maneuvering type aircombat with sustained energy as well as highly maneuvering type aircombat with sustained energy as well as highly dynamic character in terms of climb/descent rates and spatial position changes. All-respect capabilities of new short-range (SR) weapons will establish their employment from head-on, at least frontal hemisphere positions. The SR-aircombat is characterized by instantaneous maneuvering and is drifting to lower speeds and lower loadfactor levels. A high acceleration/reclimed seat cockpit seems not necessary, if fighter design requirements are observed. The MR head-down aircombat is expected to influence pilot performance to a large degree and pose problems concerning spatial disorientation: manual versus automatic maneuvering, degree of automation, and aircraft performance monitoring and mental processing of tactical situation information. Solution requirements are postulated to divide human and system tasks. System automation and integration is discussed to reduce pilot System automation and integration is discussed to reduce pilot workload and create a time margin for qualified decision-making. A tactical Information & Command System is discussed and a tactical display layout proposed.

N85-19662# Centre d'Etudes et de Recherches de Medecine

NESTINGER CENTRE D'ENCOS ET DE HECHECHES DE MODECINE APROSPATIAIRE, PARÍS (FRANCE).

GRASP OF INFORMATION BY THE PILOT IN FUTURE COMBAT AIRCRAFT (PRISE D'INFORMATION PAR LE PILOTE DANS LES AVIONS DE COMBAT FUTURE)

G. SANTUCCI, C. VALOT, R. AMALBERTI, and J. P. MENU In AGARD Human Factors Considerations in High Performance Aircraft 7 p (SEE N65-19653 10-54) Nov. 1984 refs In

Avail: NTIS HC A09/MF A01

Future combat aircraft will be complex systems. The management of such a system imposes a much more important workload which should be carried out under intense psychological constraints. There is risk of surpassing the pilot's capacities. To alleviate this, a computer would be added to the pilot's equipment. aneviste rins, a computer would be added to the pilot's equipment. The division of tasks between these two pertners, and the dialog between them, posses problems that must be defined before their solution can be found. The first of these problems must be psychological and physiological simultaneously, and of an intricate type. This approach is developed.

Transl. by A.R.H.

N85-19663# Defence Centre for Leadership, Copenhagen (Denmark). Aviation Psychology Branch.
CONCEPTUAL MODEL OF CRITICAL REQUIREMENTS FOR
EFFECTIVE PILOT PERFORMANCE IN HIGH PERFORMANCE

J. TERMOHLEN In AGARD Human Factors Considera High Performance Aircraft 8 p (SEE N85-19653 10-54) 1984 refs Avail: NTIS HC A09/MF A01

The conceptual model of critical job requirements of the onal Air Force pilot was updated through an interve Participants were pilots of varying flying experience and ranking from colonel to lieutenant. In addition, crew members and air traffic controllers were interviewed. The critical incident techique was used. Participants were asked to relate actual incide demonstrating effective or ineffective pilot behavior. A total permonstrating energive or instructive prior behavior. A rotal or 153 persons were interviewed; they contributed 444 incidents. Data analysis resulted in the formulation of the following action or trait categories and subcategories: (1) action power and competence (capacity, alertness, independence and will power, decisiveness, coolness); (?) knowing one's limitations and attempting not to exceed them; (3) dependability (admitting mistakes, responsibility, honesty); (4) leadership; (5) self-discipline; (6) social function and team work. The results are to be utilized in policy making by various command and management levels and training of flight instructors, students, and officer candidates.

N85-19664# Virginia Polytechnic Inst. and State Univ., Blacksburg
Dept. of Industrial Engineering and Operations Research
ELECTRONIC DISPLAYS: THEIR STRENGTHS AND
WEAKNESSES FOR ADVANCED HIGH PERFORMANCE **AIRCRAFT**

H. L. SNYDER and R. H. BOGLE In AGARD Human Factors Considerations in High Performance Aircraft 11 p (SEE N85-19653 10-54) Nov. 1984 refs NTIS HC A09/MF A01

Various aircraft cockpit display technologies are compared on the basis of maximum size, maximum spatial resolution, available colors, luminance, and luminance range. The specific technologies considered are CRT, plasma discharge, electroluminescent, liquid crystal, electrochromic, and light emitting diode. The technological parameters of the cockpit displays are discussed with respect to visual task compatibility and flight crew needs and performs

N85-19675# Royal Aircraft Establishment, Famborough (England).

CHANGING SYSTEM AND DISPLAY CONCEPTS AND THEIR
IMPACT ON AIRCREW PERFORMANCE
V. P. SCHMIT In AGARD Human Factors Considerations in

High Performance Aircraft 11 p (SEE N85-19653 10-54)

Avail: NTIS HC A09/MF A01

Future aircraft equipment fits and flight profiles are threatening to overload the operator's ability to accept and process the information presented to him, as direct results of an increase in information volume and a reduction in time available. It is assumed that, for the foreseeable future, the primary modality for information display in the cockpit should remain visual, while control inputs to the system will be mutable in modality. A number of topics relating to visually displayed information are considered: (1) visual search to visually displayed information are considered: (1) visual search and system location cuering; (2) design of spatial location cuering symbology; (3) selective attention and display coding conventions; (4) design procedures for new tactical symbology; (5) information integration in flight information displays, and (6) the costs of attention switching in the flying task. Some new tactical information display concepts are discussed, and areas of research necessary to support future aircraft displays and systems are highlighted. N85-19666# Royal Air Force Inst of Aviation Medicine. Famborough (England)

SOME EFFECTS OF DISPLAY FORMAT VARIABLES ON THE PERCEPTION OF AIRCRAFT SPATIAL ORIENTATION

R M TAYLOR in AGARD Human Factors Considerate High Performance Aircraft 14 p (SEE N85-19653 10-54)

Avail: NTIS HC A09/MF A01

Aircraft head-up display (HUD) standardization should be guided by empirical evidence from studies of operator performance. The effects of HUD prich scale design variables on prich and roll recovery tasks were evaluated in four experiments. Design variables are identified that have significant effects on decision making performance. Recommendations are made for HUD pitch scale standardization. The lindings are discussed in terms of cognitive processes involved in the perception of complex multidimensional

N85-19667# Air Force Flight Dynamics Lab , Wright-Patterson

THE COCKPIT OF THE YEAR 2000: HOW BIG A STEP?
J. M. REISING and T. J. EMERSON. In AGARD. Human I J. M. REISING and T. J. EMERSON. In AGARD. Human Factors Considerations in High Performance Aircraft. 4 p (SEE N85-1965) 10-54). Nov. 1984. refs. NTIS HC A09/MF A01

The cockpit of the year 2000 is envisioned to be dramatically different from those of current fighter aircraft. The upcoming hardware and software available in the mid 1990s are discussed together with the impact on the pilot of having them available for use. Among the advanced technologies considered are electro-optic displays, voice control, touch sensitive overlays, programmable switches, helmet mounted displays, and artificial

N85-19668*# National Aeronautics and Space Administration Ames Research Center, Moffett Field, Calif INFLUENCE OF A PERSPECTIVE COCKPIT TRAFFIC DISPLAY

FORMAT ON PILOT AVOIDANCE MANEUVERS
S. R ELLIS, M W MCGREEVY, and R. J. HITCHCOCK (San Jose State Univ.) In AGARD. Human Factors Considerations in High Performance Aircraft 9 p (SEE N85-19653 10-54)

Avail: NTIS HC A09/MF A01 CSCL 05H

Perspective projections of cockpit displays of traffic information (CDTI) on CRTs to present vertical separation information to airline pilots were examined. The perspective projection was compared with plan view projections of the same air traffic situations. Companson of the pilots' avoidance maneuvers made when using compansion of the pilots avoidance maneuvers made when using the perspective display with those made while using more the conventional plan view display showed that pilots maneuvered somewhat earlier with perspective displays. With the perspective display, they maneuvered more frequently in the vertical dimension The bias to maneuver horizontally probably reflected the poorer presentation of vertical separation on previously used plan view traffic displays. The avoidance decisions made by pilots using both perspective and plan view displays shows fewer unsuccessful maneuvers and fewer maneuvers producing spacing violations with the perspective format

N85-19669# Illinois Univ., Urbana-Champaign Inst of Aviation
TMF MULTIPLE RESOURCES MODEL OF HUMA! THE WOLLIFE RESOURCES WOULD OF TURNAR PERFORMANCE: IMPLICATIONS FOR DISPLAY DESIGN
C. D. WICKENS In AGARD Human Factors Considerations in High Performance Aircraft 6 p (SEE N85-19653 10-54)

Avail: NTIS HC A09/MF A01

Three cognitive principles of display design proposed within the framework of the multiple resources model of human performance are described. These principles are. (1) stimulus central processing compatibility describing the optimum association of display forr at, to the working memory code used in performance of a task, (2) resource competition, describing how the optimum configuration for displaying two or more sources of task information is to employ separate resources, and (3) task integration, a principle that constrains the application of the resource competition when separate stimulus elements must be integrated into a single mental del for the task. Five experiments are described that investigate se principles in isolation and in different combinations in aviation model for the task. Five experime

related tasks. The data generally support all three principles, and indicate that compatibility is a dominant concept when placed in association with resource competition.

N86-19470* // National Aeronautics and Space Administration.
Arnes Research Center, Moffett Field, Calif.
PILOT WORKLOAD, PERFORMANCE AND AIRCRAFT

CONTROL AUTOMATION

HART and T. B. SHERIDAN (MIT, Cambridge, Mass.) AGARD Human Factors Considerations in High Performance Aircraft 12 p (SEE N85-19653 10-54) Nov. 1984 refs Avail: NTIS HC A09/MF A01 CSCL 05H

Conceptual and practical issues associated with the design operation, and performance of advanced systems and the impact of such systems on the human operators are reviewed. The of such systems on the human operators are reviewed. The development of highly automated systems is driven by the availability of new technology and the requirement that operators safely and economically perform more and more activities in increasingly difficult and hostile environments it is noted that the operators workload may become a major area of concern in future design considerations. Little research was done to determine how automation and workload relate to each other, although it is assumed that the abstract, supervisory, or management roles that are performed by operators of highly automated systems will impose increased mental workload. The relationship between performance and workload is discussed in relation to highly complex and

N85-19671# Naval Air Development Center, Warminster, Pa. THE F-18: A NEW ERA FOR HUMAN FACTORS
S. C. MERRIMAN and J. P. MOORE (McDonnell Douglas Corp. St. Louis) In AGARD Human Factors Considerations in High Performance Aircraft 5 p (SEE N85-19653 10-54) Nov 1984
Avail: NTIS HC A09/MF A01

Avair: NTS He AUS/MF AUT

The crew station of the Navy/Marine Corps' newest high
performance tactical jet aircraft - the F/A-18 HORNET and the
human factors effort involved in its development and testing are
described. The F/A-18 represents the first of a new generation of military aircraft. Its development posed a host of novel man machine interface, crew station design and human factors engineering problems in need of creative solutions. Compared to other tactical procesms in need or creative solutions. Compared to other tactical jet aircraft currently serving the military, the F/A-18 is, by design, the most mission flexible and growth accommodating aircraft in the inventory. To develop the HORNET major changes in the human factors engineering approach were required. Involved are thorough mission analyses, technology risk assessment and a step-by-step process of proof or concept in realistic mission simulators

N85-19672# National Aeronautics and Space Administration. Ames Research Center, Moffett Field, Calif. AIRCREW-AIRCRAFT INTEGRATION ISSUES IN FUTURE US

ARMY HELICOPTERS

E. J. HARTZELL, E. W. AIKEN, and J. W. VOORHEES In AGARD

Human Factors Considerations in High Performance Aircraft 16 p. (SEE N85-19653 10-54) Nov. 1984 refs Avail: NTIS HC A09/MF A01 CSCL 05H

Some human factors research issues, the resolution of which will be vital to the successful operation of future military helicopters will be vital to the successful operation of future military helicopters are reviewed. Understanding and reducing the helicopter pilot's workload is examined by a diverse program directed at answering some of the more fundamental questions relating to the transfer displays and interactions between pilot and automated systems. The results of three experimental studies which address the issues of display control compatibility, charácteristics of integrated controllers, and voice systems are presented.

E.A.K. 60

COMPUTER OPERATIONS AND HARDWARE

Includes computer graphics and data processing

N84-34177# Advisory Group for Aerospace Research and Development, Neutily-Sur-Seine (France); REPORT OF THE WORKING GROUP ON LARGE-SCALE COMPUTING IN AERONAUTICS

Jun. 1984 110 p (AGARD-AR-209; ISBN-92-835-1474-2; AD-A146085) Avail. NTIS HC A06/MF A01

The economics that computational fluid dynamics have brought to aerodynamic design, in reducing the cost of wind tunnel testing and reduction in development time, are considerable. Emphasis will be placed on modelling flows of increasing complexity. There are inviscid and thin layer calculations, Reynolds averaged Navier-Stokes solutions and large eddy simulation. Three aspects Navier-Stokes solutions and large edoty simulation. In ree aspects of rocket technology are currently inhibited by inadequate computing resources modelling of combustion instability, holographic diagnosis of exhaust emissions, and modelling of kinetics from flame front to exhaust nozzle. Large scale computers would allow such modelling. The use of computers in aeronautics would allow such modelling. The use of computers in aeronautics is dependent upon the power and storage capacity of the computers, ability to generate coordinate systems for complex configurations, algorithms for the solution of flow field equations, and the capability to model turbulent flows. Transonic small perturbation methods are used to calculate transonic flows. Nonlinear field methods are used for flows over complex shapes. The finite element method is also used. For future requirements, the major task of computing facilities will come from applications in the design of aircraft, helicopters, and missiles.

66

SYSTEMS ANALYSIS

Includes mathematical modeling; network analysis; and operations

N85-20751# Advisory Group for Aerospace Research and Neb-2d/31# Advisory Group for Aerospace Research and Development, Neutlly-Sur-Seine (France).

SPACE SYSTEM APPLICATIONS TO TACTICAL OPERATIONS Loughton. England Oct. 1984 181 p. refs. In ENGLISH and FRENCH Symp held in Hampton, Va., 17-21 Oct. 1984 (AGARD-CP-344, ISBN-92-835-0357-0; AD-A151864) Avail: NTIS HC A09/MF A01

The attribute of space communication, navigation, and remote sensing systems which contribute to the effectiveness of tactical erations are characterized and assessed. The interaction of space assets with ground and mobile resources are investigated as well as consequence operational issues. Future trends in space technology and their relationship to evolving combat needs are examined. For individual titles see N85-20752 through N85-20779.

N85-20752# Tactical Air Command, Langley AFB, Va.
TACTICAL OPERATIONS AND SPACE APPLICATIONS
T. L. CRAIG In AGARD Space System Applications to Tactical
Operations 3 p (SEE N85-20751 11-66) Oct. 1984 refs Constitution of the control of the c

from the use of the space frontier (not necessarily manned space forces). Increases in capabilities to communicate; observe global weather: support serrch and rescue; maintain surveillance; navioate weather; support serich and rescue; maintain surveillance; navigate precisely; and develop other technology is impressive. These space-related capabilities must be integrated with air, ground, and sea capabilities so that armed forces can interoperate effectively. Efforts to address the Soviet space-based threat using the ASAT missile, and the contributions of the NAVSATR GPS, VHSIC. on-board computers, and satellite communications are reN85-20753# Air Force Space Div., Los Angeles, Calif. US MILSATCOM: PRESENT AND FUTURE

R. H. GIBSON In AGARD Space System Applications to Tactical Operations 8 p (SEE N85-20751 11-66) Oct. 1984

Avail: NTIS HC A09/MF A01

The communications requirements of tactical users of U.S. Military Satellite Communications (MILSATCOM) systems are discussed, and present MILSAFCOM systems are described. In recognition of known threats to satellite communications systems, the deficiencies in tactical military satellite communications are outlined. Then developing and planned MILSATCOM systems and the benefits of increased survivability expected to be achieved by interoperability and internetting are discussed. Evolving technologies, especially in the new communications band extremely high frequency (EHF), and their potential payoffs are also considered.

N85-20754# Defense Communications Agency, Washington.

INTEGRATED SUPPORT OF TACTICAL OPERATIONS BY SATELLITE COMMUNICATIONS
W. P. MCKEE, JR. In AGARD Space System Applications to Tactical Operations 6 p (SEE N85-20751 11-66) Oct 1984 Avail: NTIS HC A09/MF A01

Avair: NTIS HC AU9/MF AU1
One of 14 key features of the architecture of worldwide digital system architecture (WWDSA) for the U.S. Department of Defense is the expanded and integrated use of satellite communications in the support of both strategic and tactical defense missions. Under the WWDSA concept, satellite connectivity will be available on an as needed and near instantaneous basis through the use of demand as needed and near instantaneous basis involgin the use of defining assignment multiple access without overfaxing satellite capacity Satellite communications will complement the other means of contentivity; and, in some cases be used only when no other means of suitable connectivity are available as for restoral of damaged terrestral links or for provision of temporary video circuits. A large number of small satellite Earth terminals, with an effective rated satellite/terrestrial transmission control system, would allow satellite communications to be truly integrated with other communications media to provide increased survivability and more effective support of tactical strategic and defense-wide operations.

How WWDSA Feature L may provide integrated satellite communications support of tactical operation is considered.

N85-20755# Massachusetts Inst. of Tech., Cambride MILSATCOM SYSTEMS FOR TACTICAL USERS Abstract

D. R. MCELROY In AGARD Space System Applications to Tactical Operations 1 p (SEE N85-20751 11-66) Oct. 1984 Spansored by AF

NTIS HC A09/MF A01

Certain types of satellite communications (SATCOM) systems can provide features required for factical operations. One approach band (i.e., 30-to-50 GHz) to provide systems with larger capacities and to permit the use of robust spread spectrum modulation techniques. Evolution into these higher frequencies also offers the opportunity to incorporate signaling structures which are functionally common across multiple user communities. Such techniques provide interoperability possibilities while allowing more techniques provide interoperability possibilities while allowing more efficient use of space-craft assets and minimizing the number of unique terminal developments. Furthermore, the concept departs from traditional SATCOM designs by incorporating increased satellite sophistication for reduced terminal size and complexity requirements. The associated spacecraft would employ advanced technologies such as uplink antenna discrimination, on-board signal recrimonges such as uprints antenna oscimination on-board signal processing, and downlink beamhopping. Several system configurations for providing EHF service to tactical users are presented, the advantage of the advanced technologies incorporated are discussed, and some spacecraft implementation. possibilities are indicated.

N85-20756# National Detence Headquarters, Ottawa (Ontario), TACTICAL MILITARY COMMUNICATIONS BY SATELLITE RELAY AT HIGH LATITUDES

J COLLINS, E DESLAURIERS, (, MATHESON, and J OHRT

In AGARD Space System Applications to Tactical Operations 15 p (SEE N85-20751 11-66) Oct. 1984 refs

Avail: NTIS HC A09/MF A01

Avail: NIIS FIG. AU9/MF AU9

The trend in military satellite communication for tactical purposes is towards the EHF spectrum. For currently practical power aperture levels geostationary, EHF satellite communications are not considered likely to be militarily reliable for a country such as Canada. This is due to high path losses at latitudes common to Canadian operations. The use of inclined orbits to solve this problem is examined. Elliptic synchronous and semi-synchronous and low circular orbits are examined in terms of operating and tracking requirements, including rages and Doppler effects at the user terminal. It is concluded that a highly elliptic inclined semi-synchronous orbit possesses significant advantages for EHF tactical communications at latitudes common to military operations

N85-20757# Signals Research and Development Establishment.

Christchurch (England) Satellite Communications Centre
UK SKYNET 4 COMMUNICATIONS SATELLITES Abstract Only
T. C. TOZER and P. H. MASTERMAN In AGARD Space System applications to Tactical Operations 1 p (SEE N85-20751 11-66)

Avail NTIS HC A09/MF A01

The UK Skynet 4 Satellites, which will provide enhanced tactical and strategic communications facilities for the British forces, is based upon the proven ECS vehicle and employs 3-axis stabilization in geostationary orbit. The total power consumption of about 1.2 is derived from solar panels and the on-station mass is about 660 kg. At a position of 1 w, the first satellite will be visible from Europe, the East coast of America and the Middle East. Satellite contains four wideband transparent transponders designed to contains four wideband transparent transponders designed to handle a large number and variety of users. A number of reconfigurable antenna options may be selected, including Earth, NATO. European, and Central European cover Another notable feature is the adaptive nulling antenna. this may be controlled by telecommand to mitigate the effect of uplink jamming. The processing channel employs a spread-spectrum uplink which is despread on the satellite to give both secure broadcast and despread on the satellite to give both secure uruaucasi ain-telecommand. This self-contained receiver represents a significant achievement in on-board processing. An experimental 44 GHz receiver is incorporated with a downlink at SHF to be used for R&D purposes and to assess the potential of EHF. Some of the satellite features with their rationale are highlighted, and some likely future directions are indicated.

N85-20758# Admiralty Surface Weapons Establishment. Portsdown (England)
MINIMIZATION OF SYSTEM VULNERABILITY IN NAVAL
SATELLITE COMMUNICATION NETWORKS Abstract Only

C J MADAMS In AGARD Space System Applications to Tactical Operations 1 p (SEE N85-20751 11-66) Oct 1984

Avail: NTIS HC A09/MF A01

The advent of the microprocessor readily enabled the modern implementation of complex modulations and simplified the control of communication networks and encouraged a fresh examination of the architecture employed in the United Kingdom's Naval SHF satellite communications. The principle of the present SATCOM organization, including threat scenarios are discussed. Models are developed that are both compatible with current operational practice and future requirements. The concept of system distribution is then applied, the path of a signal being traced from operational origin to destination. The vulnerability of each path node is discussed and countermeasures which include alternate modes that minimize weakness are described. Such a treatment leads to an enhanced traffic capacity and realizes a system which is readily expanded to meet changing/increased requirements. It also impinges on build standard criteria and can lead to a more economic solution than currently practiced.

N85-20759# Ferranti Electronics Ltd., Poynton (England).
THE FERRANTI TACTICAL SHF SATCOM STATION (MANSAT)

THE PERMANTI TACTICAL SHIP SATCOM STATION (MARSA1) Abstract Only

I. L. WESTALL and A. S. MCKANDERSON / In AGARD Space System Applications to Tactical Operations 1 ρ (SEE N85-20751 11-66) Cct. 1984 Avail: NTIS HC A09/MF A01

The Communications Group of the Royal Signals and Radar Establishment (RSRE) Malvern, England, pioneered development of small tactical SHF (7 GHz to 8 GHz) satellite ground terminals. The concept of an SHF terminal small enough to be carried on a man's back was further developed. Field thats models weighing 17 Kg including antenna, power supply and carrying frame were manufactured and extensively trailed in field conditions. As currently configured, the equipment provides either 50 bit/sec. telegraph or configured, the equipment provides either 50 bit/sec, telegraph or analogue speech (both duplex). A digital secure speech facility is currently being developed. Depending on the satellite antenna system in use the terminal can either be worked to a main satellite ground station or another small station. The equipment characteristics allow it to operate freely with the SKYNET. DSCS and NATO satellites. The performance of the station and its principal components are outlined, together with developments.

N85-20760# Marconi Space and Defence Systems Ltd., Bushey (England).

SATELLITE TERMINALS FOR LAND AND AIRBORNE C3 APPLICATIONS Abstract Only
P. A. LAW and D. CUMMINGS In AGARD Space System
Applications to Tactical Operations 1 p (SEE N85-20751 11-66)

Avail: NTIS HC A09/MF A01

The increasing RF power that has become available from the growth in size of satellites over the years was used by the owners of satellite systems in a number of different ways. Civil authorities or satellite systems in a number of otherent ways. Civil authorized such as PTTs and Commercial Carmers have used the extra power for increased channels and for higher data rate services, third world nations have benefited from simpler and cheaper earth stations and the military have developed a whole range of small terminals for tactical use. The operational need for long distance. continuously variilable, error-free communication and the melding of Communications with Command and Control is discussed. Ground satellite terminals in use and in development are described and their technical characteristics discussed. Current work on a ite terminal for the Nimrod long range maritime patrol aircraft are described. Techniques employed such as spread-spectrum modulation and frequency hopping for terminals operating in the military SHF satellite band are considered.

N85-20761# Air Force Space Div., Los Angeles, Calif.
THE GLOBAL POSITIONING SYSTEM (GPS): PROGRAM
STATUS UPDATE Abstract Only
W. H. JONES In AGARD Space System Applications to Tactical
Operations 1 p (SEE N85-20751 11-66) Oct. 1984
Avail: NTIS HC A09/MF A01

The Global Positioning System (GPS) has the capability to passively provide position location to within a 15 meter SEP on a worldwide, day or night, all weather basis. It can also provide better than 100 nanosecond timing accuracy and 0.1 meter per better than 100 nanosecond timing accuracy and 0.1 meter per second velocity accuracy. The system's capabilities offer a wide range of military applications and will enable users to operate with enhanced performance. The system consists of a space segment, control segment, and user segment. The GPS program proceeded into full-scale development in 1979 after a highly successful concept validation phase. Field testing of the user equipment began in January 1983, and the DSARC 3 production decision is scheduled for May 1984. A status update of each of the three segments is presented, including system capabilities, test results, schedule, and future plans. Some special system features and logistics and operational considerations are addressed. User equipment development and testing are given primary emphasis.

N85-20762# Aerospace Corp., Los Angeles, Calif.

GPS SYSTEM FIELD TESTING

J. M. CLIFFORD /r AGARD Space System Applications to Tactical Operations 17 p (SEE N85-20751 11-66) Oct. 1984

Avail. NTIS HC A09/MF A01

The test program for Global Positioning System GPS Phase User Equipment (UE) is extensive. It includes seven different kinds of tests ranging from in-plant tests to initial operational test and evaluation. They differ by time, purpose, and test agency. Field development, tests, and evaluation (DT&E) tests are described.

N85-20763# Air Force Space Div., Los Angeles, Calif.
POTENTIAL IMPACT OF NAVSTAR GPS ON NATO TACTICAL

OPERATIONS

E. M. PRICE and B. SPROSEN In AGARD Space System Applications to Tactical Operations 5 p (SEE N85-20751 11-66)

Avail: NTIS HC A09/MF A01

The NAVSTAR Global Positioning System was created when the United States Deputy Secretary of Defense directed that separate efforts by the U.S. Navy and the U.S. Air Force to develop a safetite-based navigation system be combined into a sir program and placed under the executive control of the USAF 1978, at the invitation of the United States, nine NATO nations joined the project by establishing a NATO team at the NAVSTAR Joint Program Office. NATO involvement in the program is discussed and some of the unique, operationally significant features of the system are presented. A few representative operational scenarios where the benefits of NAVSTAR would be particularly

N85-20764# Aerospace Corp., Los Angeles, Calif.
COVERAGE AND BUILDUP OF THE NAVSTAR P. KRUH In AGARD Space System Applications to Tactical

Operations 10 p (SEE N85-20751 11-66) Oct. 1984 refs Avail: NTIS HC A09/MF A01

NAVSTAR is now in Phase 2, the full-scale engineering phase. During this phase, a constellation is being maintained with four to five vehicles to support testing. A buildup of the constellation of 18 space vehicles and three active spares will begin in 1986 and will take approximately 2 years to complete. The coverage with the operational constellation is discussed and the factors that determine a strategy for the buildup are detailed. Information on the navigation capabilities that will be available during the transition from the test to the operational constellation is provided. The test configuration provides several hours of navigation coverage over selected regions of the Earth. As the constellation is built up, availability to users will increase in both duration and in the areas availability to users will increase in both ouration and in me areas of coverage on Earth. About midway through the buildup, complete worldwide, two-dimensional navigation coverage will be achieved. The performance measures, the constraints, and the objectives used in determining the buildup strategy are all discussed. The performance achieved during the buildup using a candidate strategy

N85-20765# Tactical Air Command, Langley AFB, Va. TACTICAL APPLICATIONS OF GPS USER EQUIPMENT Abstract

Only
G. M. BARBEE In AGARD Space System Applications to Tactical
Operations 1 p (SEE N85-20751 11-66) Oct. 1984
Avail: NTIS HC A09/MF A01

Avail: NTIS HC A09/MF A01

The Global Positioning System GPS user equipment is described with emphasis on system strengths and weaknesses which affect its tactical applications. GPS operation is discussed as well as signal outages, selective availability, jamming scenarios, and dumonstrated capacilities such as passive rendezvous, precision runway approach and blind bombing are described. Integration and aircraft installation programs are also addressed along with rationale for TAF GPS aircraft priorities, concepts of operations for search and rescue, special operations, reconnaissance and master naviation plan impacts. master navigation plan impacts.

N85-20766# Air Force Space Div., Los Angeles, Calif.
DEFENSE METEOROLOGICAL SATELLITE PROGRAM (DMSP) J. A. CURTIS and C. P. ARNOLD, JR. In AGARD, Space Sys. Applications to Tactical Operations 4 p (SEE N85-20751 11-66)

Avail: NTIS HC A09/MF A01

The Defense Meteorological Satellite Program (DMSP) is a total satellite system composed of spacecraft with meteorological sensors, an Earth-based command and control network, fixed and mobile user stations, and a communication network linking the various segments together. The mission of DMSP is to provide global meteoroloical data to Tri-Service Commanders in support of worldwide military operations, both strategic and tactical, and to advance spaceborne meteorological sensing technology to meet changing Department of Defense requirements.

N85-20767# Air Weather Service, Scott AFB, III. MILITARY APPLICATIONS OF METEOROLOGICAL SATELLITE (METSAT) DATA

N. P. RAUSCHER In AGARD Space System Applications to Tactical Operations 3 p (SEE N85-20751 11-66) Oct. 1984

Avail: NTIS HC A09/MF A01

The military applications of METSAT data and, in particular, Air Weather Service's (AWS) processing and use of data from the US Department of Defense METSAT, the polar-orbiting Defense Meteorological Satellite Progam (DMSP) are addressed. The primary mission of AWS is to support US Air Force and US Army operations. In modern warfare, the presence or absence of clouds directly impacts the ability to successfully and economically perform the military missions, and with the recent development of extremely expensive cloud-sensitive weapon systems, the accuracy of cloud information assumes an even greater role. AWS processes and uses all available data to satisfy mission requirements. Peacetime cloud data sources include the DMSP, NOAA polar orbiting and cloud data sources include the DIMSP, NOAA polar orbiting and geostationary satellites, worldwide surface and upper air weather data, and foreign geostationary METSATs. In wartime, the Detense Meteorological Satellite Program may be the only consistent source of meteorological data. DMSP provides data to AWS in two modes direct readout and recorded. Direct readout data are received through transportable terminals on land and sea and provide direct cloud imagery support to Army and Air Force field commanders and Navy operations afloat. Recorded DMSP data received at the Air Force Global Center (AFGWC) and the Fleet Numerical Oceanography Center (FNOC) are processed and used to support worldwide operations such as joint military exercises, aerial refueling missions and many more.

N85-20768# National Oceanic and Atmospheric Administration, Washington, D. C.
CIVIL WEATHER SATELLITE SYSTEMS

D. B. MILLER /n AGARD Space System Applications to Tactical Operations 10 p (SEE N85-20751 11-66) Oct. 1984 refs
Avail: NTIS HC A09/MF A01

An overview of the presently operating U.S. civil weather satellites, their space and ground systems and their data distribution systems is provided. Examples of the data products available from the satellites are provided with emphasis on their potential application to the support of tactical operations. The products from the civil weather satellites include multi-spectral imagery on several time and space scales and quantitative products that are of use in providing weather support to tactical planners. The present DoD-Civil weather satellite copperative arrangements are reviewed with a discussion of the shared processing arrangements currently being implemented. A brief overview of international weather satellite coordination is also provided. An outlook of future trends in the development of future civil weather satellite systems is also

Meteorological Office, Bracknell (England).

GICAL AND OCEANOGRAPHIC SUPPORT METEOROLOGICAL DURING THE FALKLANDS CONFLICT

1. J. W. POTHECARY and J. MARSH In AGARD Space System
Applications to Tactical Operations 7 p (SEE N85-20751 11-66)

Avail: NTIS HC A09/MF A01

During Operation Corporate the United Kingdom faced the task of making opposed landings on South Georgia and the Falkland Islands 8,000 miles from the home base in the advancing southern

winter. Meteorological and oceanographic support of a high standard was provided throughout the conflict because of the availability of data from orbiting (NOAA-6 and NOAA-7) and geostationary (GOES-E and METEOSAT) weather satellites. The Meteorological Office 15-level global atmosphere numerical model was brought into routine use to cover the South Atlantic, four months ahead of schedule. Satellite temperature soundings (SATEMs) from the Tiros Operational Vertical Sounders (TOVS) on NOAA-6 and NOAA-7 provided essential data for the numerical model. Under a special arrangement with the United States at a later stage in the conflict successive NOAA-6 and NOAA-7 Advanced High Resolution Infra-Red (AVHRR IR) passes over the Advanced High Nescious Inter-ned (AVAINA III) passes over the South Atlantic and South Anerica were combined into composite pictures and the data was transmitted to the United Kindgom. The composites were used to select areas of special interest which were then examined at up to full resolution. Processed data included multi-spectral color images and sea surface temperature profiles which were invaluable in positioning units of the Task Force to take maximum advantage of oceanographic, sea fog or cloud conditions.

N85-20770# Royal Aircraft Establishment, Farnborough (England) Space and New Concepts Dept.

DEVELOPMENT OF SATELLITE DATA PRESENTATION FOR

ENVIRONMENTAL FORECASTING
D. W. S. LODGE and M. R. ROSWELL In AGARD Space System Applications to Tactical Operations 13 p (SEE N85-20751 11-66) Oct. 1984 refs
Avail: NTIS HC A09/MF A01

Avail: NTIS HC A09/MF A01

The techniques developed during and since the operation to recover the Felkland Islands using image processing to enhance the value of meteorological satellite images for environmental forecasting are discussed. Data were used from METEOSAT. GOES-E and NOAA 7 AVHRR. Among the methods adopted were the production of time-lapse sequences of images and multi-temporal color composities for the analysis of weather system coulds account of the analysis of weather system. multi-spectral color composites for cloud dynamics, multi-spectral color composites for cloud type identification and radiance temperature measurements used for sea surface temperature measurement, ice detection and tog discrimination. Some of the problems encountered are described and how they were overcome. The image processing system used was prototype for a Satellite Environmental Data Acquisition System with CINCFLEET Weather

N85-20771# Naval Air Station, Norfolk, Va. Eastern Oceanography Center.
PRACTICAL APPLICATIONS OF SATELLITE-DERIVED
METEOROLOGICAL AND OCEANOGRAPHIC DATA IN NAVAL

Oceanographic Center.

C. A. WEIGAND In AGARD Space System Applications to Tactical Operations 8 p (SEE N85-20751 11-66) Oct 1984 Avail: NTIS HC A09/MF A01

Environmental data derived from satellites give the military commander critical information upon which to base decisions. Since the air-ocean environment can significantly after the performance of today's technologically-advanced weapons and sensors, the military commander must have access to all factors affecting them. The Satellite-data Processing and Display System (SPADS) at the Naval Eastern Oceanography Center in Norfolk, Virginia is a computer-based system which produces high quality, real time satellite imagery and data with which to assess meteorological and oceanographic conditions. SPADS allows the tactical analyst to receive imagery in real time, process and display it and interact with the image to maximize extraction of relevant data. The system is described and case examples are discussed which demonstrate the capabilities of such a system and show how satellite imagery can be applied to various operational situations.

Author

N85-20772°# National Aeronautics and Space Administration,

N85-20772*# National Aeronautics and Space Administration, Washington, D.C. STATUS OF THE NATIONAL SPACE TRANSPORTATION SYSTEM Abstract Only

J. A. ABRAHAMSON In AGARD Space System Applications to Tactical Operations 1 p (SEE N85-20751 11-66) Oct. 1984

Avail: NTIS HC A09/MF A01 CSCL 228

The National Space Transportation System is a national space transportation System of Defense and

resources serving the government, Department of Defense and

commercial needs of the USA and others. Four orbital flight tests were completed July 4, 1982, and the first Operational Flight (STS-5) which placed two commercial communications into orbit was conducted November 11, 1982. February 1983 marked the first flight of the newest orbiter, Challenger. Planned firsts in 1983 include: use of higher performance main engines and solid rocket boosters, around-the-clock crew operations, a night landing, extra-vehicular activity, a dedicated DOD mission, and the first flight of a woman crew member. By the end of 1983, five commercial payloads and two tracking and data relay satellites should be deployed and thirty-seven crew members should have made flights aboard the space shuttle.

N85-20773*# National Aeronautics and Space Administration.

LE/CENTAUR UPPER STAGE CAPABILITY

H. J. CLARK In AGARD Space System Applications to Tactical Operations 5 p (SEE N85-20751 11-66) Oct. 1984

Avail: NTIS HC A09/MF A01 CSCL 228

A joint project to design, develop, procure, and produce Centaur upper stages for use with the Space Shuttle is discussed. A common Centaur G stage 6 meters (19.5 feet) in length is being jointly developed. A longer version designated Centaur G Prime is being developed by NASA to accomplish the Galileo and International Solar-Polar Mission flights in 1986. The Centaur G and G Prime will have the capability to place, respectively, approximately 4540 kilograms (10,000 pounds) and 5910 kilograms approximately and indigent (10,000 points) and 39 to know and (13,000 pounds) into geosynchronous orbit from a standard Shuttle parking orbit of 278 kilometers (150 nautical miles) and Shuttle performance (lift) capability 29,500 kilograms (65,000 pounds). The advent of high energy upper stage capability in 1986 will permit space users and spacecraft developers to utilize spacecraft growth. stage combination concepts with storage modules, teleoperator systems, and other mission peculiar devices to satisfy complex mission demands. These capabilities should greatly enhance the usefulness of the space environment and stimulate mission fanners toward conception of innovative means to meet increasing mission requirements.

N85-20774# Centre National d'Etudes s vatiales, Pans (France)
THE ARIANE FAMILY [LA FAMILLE ARIANE]
R. VIGNELLES In AGAPD Space System Applications to Tactical
Operations 6 p (SEE N85-20751 11-86) Oct. 1984 In FRENCH: **ENGLISH summary**

Avail: NTIS HC A09/MF A01

The development of the ARIANE launch vehicle was completed with the success of two qualification launches. This program led with the success of two qualification launches. This program led to an operational vehicle able to launch payloads of about 1800 kg on transfer to geostationary orbit. Two complementary development phases were decided in order to optimize the launch vehicle with respect to the evolution of payloads and thus to increase competitivity. The ARIANE 3 model is able to launch increase competitivity. The ARIANE 3 model is able to launch 2600 kg in transfer and is scheduled to begin operations in 1983. The ARIANE 4 has six different models for psyloads ranging from 2000 kg to 4300 kg and will be available at the end of 1985. The parallel, the commercial credibility of ARIANE launch vehicles is being increased by the completion of the second launch pad in Kourou (French Guyana) that will start operations at the begi

N85-20775# Ford Aerospace and Communications Corp.. SUMMY SUMMY CAME SPACE SYSTEMS FOR TACTICAL SUPPORT

J. O. COCHRAN In AGARD Space System Application Tactical Operations 7 p (SEE N85-20751 11-66) Oct. 1984 Avail: NTIS HC A09/MF A01

An overall strategy for providing a dispersed, survivab system in response to projected Soviet threat capabilities is described. The physical and electro-optical threats are briefly outlined and countermeasures proposed. Strategies designed to outnierd and countermeasures proposed. Strategies beaughed deploy an interconnected space/ground complex so large that attack becomes impractical in terms of resources required for effective neutralization are emphasized. Recognizing that space systeme exist only to support ground functions dictates that ground networks must also operate in crisis periods. Though a few large ground facilities may be justified as cost-effective in peacetime these same facilities become critical choke points in wartime. These

vulnerable nodes must be augmented by a dispersed network of interoperable mobile ground terminals such as the Transportable/Mobile Ground Station (T/MGS) capable of supporting a wide range of satellites, and the Single Channel Objective Tactical Terminal (SCOTT) which can bring survivable space support directly to troops in the field.

N85-20776# Centre National d'Etudes Spatiales, Paris (France).
Applications Program Division
THE SPOT OPERATIONAL REMOTE SENSING SATELLITE

SYSTEM: CURRENT STATUS AND PERSPECTIVES
G. BRACHET In AGARD Space System Applications to Tactical Operations 13 p (SEE N85-20751 11-66) Oct. 1984
Avai: NTIS HC A09/MF A01

The SPOT program, comprising Earth observation satellites and The SPOT program, comprising Earth observation satellites and ground receiving stations is discussed. The first satellite, due for launch in 1985, will carry a payload of two identical high resolution visible instruments using CCD linear arrays technology. These will make images of the Earth with sampling step of 20 meters in three color bands in the visible range and in the near infrared. and with a sampling step of 10 meters in a broad, panchromatic band i.e. in black and white. This configuration is suitable for observing the small agricultural plots found in many countries, it also satisfies some conventional cartographic requirements. Sidelooking capability will allow the satellite to observe any region of the Earth at intervals of one to several days, thus allowing relatively fast changing phenomena to be monitored. It will also be possible to provide for stereoscopic vision by associating views taken from different angles.

N65-20777# Dornier-Werke G.m.b.H., Friedrichshafen (West

THE ESA REMOTE SENSING SATELLITE SYSTEM (ERS-1) E H. VELTON In AGARD Space System Applications to Tactical Operations 11 p (SEE N65-20751 11-66) Oct. 1984 refs
Avail: NTIS HC A09/MF A01

The ERS-1 remote sensing system is presently in the definition phase The system development will start in early 1984, launch of the first satellite is planned for mid 1988 from Guyana Space Centre by the European launcher ARIANE. The ERS-1 system development will be performed jointly by the member states of the European Space Agency together with Norway and Canada. Mission objectives, system elements, instruments, data processi and ground support are discussed.

N85-20778# Dornier-Werke G.m.b.H., Friedrichshafen (West

A MODERN APPROACH OF A SYNTHETIC APERTURE RADAR

PROCESSOR AND ITS TECHNOLOGICAL ASPECTS
H. FROEHLICH and R. SCHOTTER In AGARD Space System
Applications to Tactical Operations 7 p (SEE N85-20751 11-66) 1984 refs NTIS HC A09/MF A01

A flexible hardware concept is presented which allows the handling of high speed image processing tasks. The concept is applied to a realtime synthetic aperature radar (SAR) processor covering C-band ERS-1 as well as X-band radar data. SAR principles, the SPECAN-algorithm which is made use of in the processor breadboard, some of the basic hardware processing modules, and performance data are described. The performance data show that high speed image processing can be implemented at low power consumption and small volume. Due to the universal concept, cost can also be kept down for this class of processing

N85-20779# National Aeronautics and Space Administration,

N85-20779# National Aeronautics and Space Administration, Washington, D.C. EARTH RESOURCES RESEARCH USING THE SHUTTLE IMAGING RADAR SYSTEM Abstract Only

R. MONSON and C. ELACHI (JPL) In AGARD Space System Applications to Tactical Operations

1 p (SEE N85-20751 11-86)

Avail: NTIS HC A09/MF A01

Avail: N15 Pt. Que/Mi-AU1

The Shuttle-Imaging Radar (SIR) is an L-band synthetic radar that transmits and receives horizontally polarized microwave radiation. It was originally leunched on the second Shuttle test flight (STS-2) in November 1981 with the antenna depression angle fixed at 43 deg. in this configuration, the radar system was refer

to as SIR-A. and it collected more than then a million square kilometers of Earth imagery in a variety of areas situated between 38 deg north and south latitude. SIR-A data was optically recorded on board the Shuttle, and it was subsequently correlated on the ground to produce imagery with a 50 kilometer swath width and a surface resolution of approximately 40 meters. The SIR is presently being upgraded into a new configuration termed SIR-B, in which being upgraded into a new c-nitiguration termed SIR-B, in which the radar's antenna can be mechanically rotated in the Shuttle's payload bay during an orbital mission. SIR-B is currently scheduled for flight on the seventeenth Shuttle mission (STS-17) that is tentatively planned for August 1984. In its new configuration, the SIR-B can be used to image selected regions at different angles of incidence ranging from 15 deg to 60 deg (as measured from the local vertical). In principle, multiple incidence angle radar imagery of selected areas can be coregistered and used to differentiate surficial materials on the basis of their roughness horacteristics. This procedure is concentrative similar to the use characteristics. This procedure is conceptually similar to the use of multispectral imagery acquired at shorter wavelengths to discriminate surficial materials on the basis of their pigmentation

N85-29686*# National Aeronautics and Space Administration

N85-29686*# National Aeronautics and Space Administration. Ames Research Center, Moftett Field, Calif.

EXTRACTION OF AERODYNAMIC PARAMETERS FOR AIRCRAFT AT EXTREME FLIGHT CONDITIONS

K. W. ILIFF May 1985 24 p refs Presented at the AGARD Symp. on Unsteady Aerodyn. Fundamentals and Appl. to Aircraft Dyn., Goettingen, West Germany, 6-9 May 1985 (NASA-TM-8673); H-1290; NAS 1.15:86730; AGARD-PAPER-24) Avail: NTIS HC A02/MF A01 CSCL 128

The maximum likelihood estimator has been used to extract stability and control derivatives from flight data for many years Most of the literature on aircraft estimation concentrates on new developments and applications, assuming familianty with basic concepts. This paper briefly discusses the maximum likelihood estimator and the aircraft equations of motion that the estimator uses. The current strength and limitations associated with obtaining flight-determined aerodynamic coefficients in extreme flight conditions is assessed. The importance of the careful combining of wind tunnel results (or calculations) and flight results and the thorough evaluation of the mathematical model is emphasized. The basic concepts of minimization and estimation are examined for a simple computed aircraft example, and the cost functions that are to be minimized during estimation are defined and discussed. Graphic representations of the cost functions are given to help illustrate the minimization process. Finally, the basic concepts are generalized, and estimation of stability and control derivatives from flight data is discussed.

Author

74

OPTICS

Includes light phenomena.

N86-26367# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).
TECHNICAL EVALUATION REPORT ON AVIONICS PANEL

PECIALISTS' MEETING ON DIGITAL OPTICAL CIRCUIT TECHNOLOGY

M. GIBBS (Arizona Univ., Tucson) Loughton, England Feb. 1965 12 p refs (AGARD-AR-202: ISBN-92-835-1484-X: AD-A156037) Avail:

NTIS HC A02/MF A01

The research and development status of optical circuit technology is presented and its relevance in the broad context of digital processing, communication, radar, avionics, and flight control implementation is examined. Materials for devices are considered well as etalons, waveguides, and optics in compute commendations for future efforts are offered. A.F.

N85-29757# Advisory Group for Aerospace Research and Development, Neurilly-Sur-Seine (France). Avionics Panel DIGITAL OPTICAL CIRCUIT TECHNOLOGY

Bright AL OFFICEAL CHROUT TECHNOLOGY B. L. DOVE, ed. (NASA. Langley Research Center) Loughton, England Mar 1985 222 p refs Symp held in Schliersee, West Germany, 11-12 Sep 1984 (AGARD-CP-362, ISBN-92-835-1485-8, AD-A156906) Avail-

NTIS HC A10/MF A01

The Proceedings for the 48th Meeting of the AGARD Avionics Panel contain the 18 papers presented a Technical Evaluation Report, and discussions that followed the presentations of papers Seven papers were presented in the session devoted to optical bistability Optical logic was addressed by three papers. The session on sources, modulators and demodulators presented three papers Five papers were given in the final session on all optical systems. The purpose of this Specialists' Meeting was to present the research and development status of digital optical circuit technology and to examine its relevance in the broad context of digital processing, communication, radar, avionics and flight control systems implementation. For individual titles see N85-29758 through N85-29775.

N85-29758# Heriot-Watt Univ., Edinburgh (Scotland). Dept. of

OPTICALLY BISTABLE DEVICES USING INSB

S. D. SMITH, F. A. P. TOOLEY, A. K. WALKER, J. G. H. KAR, and B. S. WHERRETY. In AGARD. Digital Opt. Circuit Technol 9 p. (SEE N85-29757-18-74). Mar. 1985. refs. ail: NTIS HC A10/MF A01 InSb etalons operated at 77 K and illuminated by CO lasers

(5.5 micrometers) exhibit CW optical bistability. A wide range of experiments were performed to permit the basic characterization. of these devices and to demonstrate their various potential applications. The latter include signal amplification, modulation and, with external switching, the construction of logic gates. Two devices on a single etation have now been coupled to form a simple all-optical circuit. New results were also obtained with InSb at room temperature using pulsed CO2 lasers (10.6 micrometers).

N85-29759# Johann-Wolfgang-Goethe-Univ., Frankfurt am Main (West Germany) Physikalisches Inst.
OPTICALLY NONLINEAR AND BISTABLE BEHAVIOUR OF
DIRECT GAP SEMICONDUCTORS

INTEGRATION OF THE CONTROL OF THE CO

The optical properties of semiconductors, i.e., the spectra of The optical properties of semiconductors, i.e., the spectra of absorption and refraction are determined in the vicinity of the absorption edge by exciton states. At low light intensities, the optical properties of a sample are independent of the incident light power. This is the regime of linear optics. Under illumination with strong light fields, generally from lasers, the optical properties become intensity dependent. These so called nonlinear optical phenomena can be detected by vanous experimental techniques like lases indused restants spectroscopy or excite and probe beam. like laser induced grating spectroscopy or excite and probe by like laser induced grating spectroscopy or excite and probe beam techniques. From the experimental data, the physical ongin of the nonlinearities may be deduced. The most important contributions are with increasing excitation a broadening of the exciton resonances, transitions to the biexciton and finally the phase transition to an electron-hole plasma. Some of these excitation induced variations of the optical properties can be used to achieve optical bistability. Various types of absorptive and dispersive bistability were found. These optically bistable devices promise interesting coestibilities for emplications as distillating properties. interesting possibilities for application as digital memories or as elements for logical operations. Author

N85-29760# Royal Signals and Radar Establishment, Malvern

(England).

OPTICAL BISTABILITY IN CD(X)HG(1-X)TE

OPTICAL BISTABILITY IN CONCINCAL SISTABILITY IN CONCINCAL A. MILLER, D. CRAIG, G. PARRY (Univ. College, London), J. G. H. MATHEW, and A. K. KAR In AGARD Digital Opt. Circuit Technol. 11 p (SEE N85-2975 18-74). Mar. 1985 refs. Prepared in cooperation with Heriot-Watt Univ., Edinburgh Avail: NTIS HC A10/MF A01

The origin and characteristics of nonlinear effects in CdHgTe Fabry-Perot etalons at 10.6 micrometers which arise from large

ensity dependent refractive index changes are discussed. Optical switching and bistability were observed in room temperature as by two photon excitation. The band gap dependencies be phenomena are analyzed.

Author

N85-29761# Heriot-Watt Univ., Edinburgh (Scotland). Dept. of

OPTICAL MODULATORS AND BISTABLE DEVICES USING MOLECULAR GASES
R. G. HARRISON, W. J. FIRTH, I. A. AL-SAIDI, and E. CUMMINS

That so-called bistable nonlinear Fabry-Perot resonators can actually exhibit a rich variety of instabilities is predicted; in particular the resonator can convert a steady input field into an oscillatory or even chaotic output field. Oscillation itself leads to a passive all optical laser modulator device tunable in frequency in the range proximately 1 GHz with anticipated applications in actronics and telecommunications. The unique advantages of molecular gases as nonlinear media in these systems was utilized in successfully demonstrating these effects using pulsed CO2 laser radiation, the results of which are in excellent accord with theory, analysis also showing that prospects for CW operation a

N85-29762# Plessey Research (Caswell) Ltd., Towcester (England). Allen Clark Research Centre.
AN EXPERIMENTAL NONLINEAR OPTICAL WAVEGUIDE DEVICE

. BENNION, M. J. GOODWIN, D. J. ROBBINS, and J. STEWART 1. BENNION, M. GOODSTIN, S. S. TECHNOI. 9 ρ (SEE N85-29757 18-74) Mar. 1985 refs Avail: NTIS HC A10/MF A01

An experimental nonlinear optical waveguide device is described which comprises a glass optical waveguide surmounted by CS2. Intensity-dependent hysteresis in the power guided by the structure was observed which is related to the intensity-dependent refractive index of the overlayer. The surface of a planar optical waveguide is contacted to a nonlinear medium to produce a nonlinear interface in a simple waveguide format. It is anticipated that a waveguide configuration, being compact and capable of achieving the high optical intensities required for nonlinear optics from a source of relatively modest power output, might form the basis for a device employing this effect. The waveguide nonlinear interface using a plane wave approach similar to that employed by Kaplan for the bulk case was analyzed. The analysis shows that for the TE modes of the waveguide a straight forward generalization of linear slab waveguide theory leads to modes parameterized by the power flow in the waveguide in the nonlinear case. The plane wave theory of the waveguide device is summarized, and the experimental results are described.

N85-29763# Army Missile Lab., Redstone Arsenal, Ala.
STATIONARY PROPERTIES AND SWITCHING
CHARACTERISTICS OF DISPERSIVE OPTICAL BISTABILITY IN CUCL

C. M. BOWDEN, J. W. HAUS (National Research Council), and C. C. SUNG /n AGARD Digital Opt. Circuit Technol. 10 p (SEE N85-29757 18-74) Mar. 1985 refs Prepared in cooperation with Alabama Univ., Huntsville Avail: NTIS HC A10/MF A01

The stationary properties are presented for optical bistability (OBO from a semiclassical excition-biexciton model for CucL in (OB0 from a semiclassical excition-biexciton model for Cucl. in the limit of large Fresnel number. Numerical solutions using the second-order Maxwell's equation (EX) are compared with corresponding solutions where the slowly varying envelope approximation (SVEA) has been made. In addition, the Ex and SVEA results are compared with the corresponding mean-field results (MFA). It is found that results obtained using the JVEA are in close quantitative agreement with those using the second-order Maxwell's equation (EX results), whereas the MFA results are in qualitative agreement only. On the basis of the close quantitative agreement between the SVEA and EX results, we use the SVEA hierarchy of equations to numerically compute themselves of switching as the input field is vended. The calculation dynamics of switching as the input field is varied. The calculation is done without adiabatic elimination, which is not valid for OB in CuCL. Our main conclusions are that the OB in CuCL in steady

state can be characterized very closely as a Kerr type nonline and that the switch-down time is approximately equal to the switch-up time which is close to 80 psec at the laser photon energy 3177 mev. The switching time correlates with the polariton lifetime in the material and this has significant consequences for the switching characteristics in dispersive media.

N85-29764# Army Missile Lab., Redstone Arsenal, Ala.
CAVITYLESS OPTICAL BISTABILITY IN SYSTEMS OF
TWO-LEVEL ATOMS
C. M. BOWDEN and F. A. HOPF In AGARD Digital Opt. Circuit

Technol. 8 p (SEE N85-29757 18-74) Mar. 1985 in cooperation with Arizona Univ., Tucson Avail: NTIS HC A10/MF A01

The local field correction (LFC) is used to eliminate the local ld in the macroscopic semiclassical density matrix for a collection of homogeneously broadened, two level atoms interacting with the radiation field, which is described by Maxwell's equation. The system of equations is solved in steady state with the boundary conditions for a plane wave normally incident on the dense absorbing medium of propagation length much less than a resonance wavelength. Optical bistability (OB) is predicted, based upon adiabatic or steady state conditions. As a test of the validity of the predictions, results are reported using a semiclassical heuristic microscopic model with fluctuations for a collection of a number of electric field driven, two level atoms. In this cas no LFC is needed and none is made; however, OB is observed consistent with the predictions from the steady state macroscopic

N85-29765# Arizona Univ., Tucson. Optical Sciences Center. PROSPECTS FOR PARALLEL NONLINEAR OPTICAL SIGNAL PROCESSING USING GAAS ETALONS AND ZNS INTERFERENCE FILTERS

INTERFERENCE FILTERS
H. M. GIBBS, J. L. JEWELL (Bell Telephone Labs., Inc., Holmdel, N.J.), Y. H. LEE, A. MACLEOD, G. OLBRIGHT, S. OVADIA, N. PEYGHAMBARIAN, M. C. RUSHFORD, M. WARREN, D. A. WEINBERGER et al. In AGARD Digital Opt. Circuit Technol. 5 p (SEE N85-29757 18-74) Mar. 1985 refs Prepared in Digital Opt. Circuit Techn Logoration with Bell Telephone Labs., Inc., Murray Hill, N.J. Avait. NTIS HC A10/MF A01 Micron thick semicondus

Micron thick semiconductor etalons perform logic operations using input beams of a few mW. Problems associated with the parallel operation of thousands of etalons are discussed. GaAs and ZnS appear to be the most attractive materials for low power room temperature operation. GaAs etalons and ZnS interference filters are both attractive for multiple beam poplinear optical signal processing. Clearly it is highly desirable to reduce the switching power and heat generated in each pixel. Meanwhile the present values are low enough to pursue the other problems of ge multiple beams and developing useful architectures.

N85-29766# Heriot-Watt Univ., Edinburgh (Scotland).
ALL-OPTICAL LOGIC GATES WITH EXTERNAL SWITCHING
BY LASER AND INCOHERENT RADIATION
S. D. SMITH, F. A. P. TOOLEY, A. C. WALKER, J. G. H. MATHEW,
M. TAGHIZADEH, and B. S. WHERRETT In AGARD Digital

Opt. Circuit Technol. 8 p (SEE N85-29757 18-74) Mar.

Avail: NTIS HC A10/MF A01

Nonlinear Fabry-Perot etalons, with bistable or stepped characteristic, were shown to act as logic gates and hence provide characteristic, were shown to act as logic gates and hence provide a basis for all-optical digital computing. Experimental studies have demonstrated coupling of these gates, a range of external switching possibilities and both infrared and visible wavelength operation. These successfully show at the simplest level, the feasibility of this concept. The infrared carrier wavelength and processing system could readily utilize an array of 1,000 elements in 1 sq. cm of InSb which, switching in approximately 100 ns, implies a data rate of 10 to the 11th power bits/sec. A total input power of the order 1 W would not all be dissipated in the device. In practice other operating wavelengths, and hence materials, will be necessary to ensure full exploitation of these techniques. With the rapidly expanding data communication rates permitted by fiber-optic networks the advantages of using wide band all-optical processing techniques in the link interfaces could be considerable. Similarly, all-optical processing of visual information could prove extremely efficient in, for example, robotics applications.

N85-29767# Thomson-CSF, Orsay (France). Lab. Central de INTEGRATED ELECTROOPTICAL COMPONENTS USING

MELECTRIC SUBSTRATES

M. PAPUCHON, Y. BOURBIN, S. VATOUX, and C. PUECH Digital Opt. Circuit Technol. 8 p (SEE N65-29757 Mar. 1985 refs Avail: NTIS HC A10/MF A01

After a brief review on the different configurations which have been used to obtain modulators and switches, recent progress is discussed. In addition, the use of these electrooptical devices in optoelectronic feed back toops is described. In particular experiments using interferometric modulators showed the interesting properties of such configurations for optical comparison, finearization of the response of the modulator and different amplification. Remote control of an electrooptical directional coupler is also described. Then the use of an optical comparator in a channel of an A/D electrooptical converter is presented.

N85-29768# British Telecom International (England), Research

THE POTENTIAL OF SEMICONDUCTORS FOR OPTICAL INTEGRATED CIRCUITS

S. RITCHIE and A. G. STEVENTON In AGARD Digital Opt. Circuit Technol. 20 p (SEE N85-29757 18-74) Mar. 1985 refs Avail: NTIS HC A10/MF A01

Optical circuits made with semiconductors should eventually have considerable performance, reliability and cost benefits over similar components made with many alternative materials, because of the ability to integrate waveguide devices with optical sources, detectors and electronic circuitry. Although, at present, the performance of semiconductor waveguide devices is inferior to that of devices made with lithium niobate, progress is rapid and that or devices inside with influent nicoducter, progress is rapid authorized there seem no fundamental reasons why semiconductor devices should not eventually give performance comparable with many non-semiconductor devices. A wide range of semiconductor optical and electronic devices will be available for integration in semiconductor optical integrated circuits, but considerable technological developments are needed - especially in epitaxial

N85-29769# Cambridge Univ. (England). Engineering Dept.
MULTIPORT OPTICAL DETECTORS
N. G. WALKER and J. E. CARROLL In AGARD Digital Opt.
Circuit Technol. 13 p. (SEE N85-29757 18-74) Mar. 1985 refs NTIS HC A10/MF A01

At microwave frequencies the application of multiport junctions to making phase and amplitude measurements is well established. In this technique unknown signals are combined in a multiport to give a number of output signals. Monitoring the power at each output port then enables the required signal information to be deduced. Here the equivalent optical measurements made when a number of light beams are mixed in a lossless junction and then detected using photoemissive devices is investigated. This is called optical multiport detection by analogy with the microwave theory. Applications of some optical multiports to various phase ude measurement problems are discussed. The quantum theory multiport detection is introduced, and the quantum operator corresponding to the complex amplitude measurement made by a particular multiport is presented. It is not known how to realize practically a measurement of the quantum maximum likelihood phase estimator, however the performance of the multiport operator in measuring phase comes within seventy percent of this limit.

N85-29770# Standard Elektrik Lorenz A.G., Stuttgart (West Germany). Research Center.
PICOSECOND PHOTOCONDUCTIVE DEVICES FOR 10 GBIT/S
OPTOELECTRONIC SWITCHING

G. VEITH /n AGARD Digital Opt. Circuit Technol. 14 p (SEE N85-29757 18-74) Mar. 1985 refs Sponsored by Max-Planck-Gesellschaft, Deutsche Forschungsgemeinschaft, and Technische Univ. Wien Avail: NTIS HC A10/MF A01

Semiconductor materials with a high density of recombination and trapping centers exhibit extremely short carrier lifetimes in the order of 1 to 100 ps and have been the base for the

development of high speed optoelectronic switches. These devices development of high speed optoelectronic switches. These devices are activated by picosecond laser pulses and can be driven nearly free of jitter with respect to the optical excitation pulses. They show some unique properties as picosecond risetimes and response times and can be operated within a relatively high dynamical range (10-5 to 10 sub 4 V) (0.00001 to 0.0001 V). A review is given on the wide field of possible applications of the ultrafast photoconductive switches. They can be used as photodetectors for picosecond light pulses as well as sampling gates for the characterization of high speed electronic and optoelectronic devices. In some experiments which are discussed optoelectronic devices. In some experiments which are discussed more in detail the author demonstrates the capability of this type of photoconductive switches for the generation of picosecond infrared pulse trains in laser diodes and for the generation of high-bit rate electrical codes for use in Gbit/s optical communication and sensing systems, for logical switching and for testing purposes of high speed electronic instrumentations. R.J.F.

N85-29771# Erlangen-Nuremberg Univ. (West Germany).

rinysmaliscriss Inst.

THE PROSPECTS OF THE DIGITAL OPTICAL COMPUTER

H. BARTELT, A. W. LOHMANN, and J. WEIGELT /n AG

Digital Opt. Circuit Technol. 5 p (SEE N85-29757 18-74)

1985 refs

Avail: NTIS HC A10/MF A01

The suitability of electrons and photons for the purpose of computing is assessed. Based on these fundamental features it is pointed out why photons are in some ways better suited for parallel processors. Parallel processors are needed to satisfy the ever-increasing demand for speed of computation. The status of digital optical computing experiments is surveyed. It is concluded that electrons are well suited for switching operations as they occur in a logic processor. But electrons are not so easy to guide from one point to another point. On that score, photons are more suitable. Recently, photons became amenable also for logic processing. Hence, the stage is set for the development of an all-optical digital computer. A digital optical computer has as its assests: parallel processing; global interconnections, that are favorable for architecture and algorithms. But the digital optical computer is a late-comer, Nevertheless, the optical computer has a chance to supplement the electronic computer as a special purpose parallel processor.

N85-29772# Texas Instruments, Inc., Dallas, Central Research DEFORMABLE MIRROR NEAREST NEIGHBOR OPTICAL COMPUTER

COMPOTER

In AGARD Digital Opt. Circuit Technol. 9 p. (SEE N85-29757 18-74) Mar. 1985 refs

Avail: NTIS HC A10/MF A01

A relatively simple optical computer is described which is capable of performing one billion operations per second with 32 bit data for nearest neighbor computations. It assumes the availability of deformable mirror devices having 1000 by 1000 availability of certain against the description of the certain of some simple electronics, operates at 15.6 million operations per second. Higher performance is achieved by duplicating this equipment because the nearest neighbor and residue number concepts permit perfect parallel efficiencies. The matrix operations dominate the computation because overlapping of other operations is possible by algorithm modification. R.J.F.

N65-29773# Research Unit. University Coll., London (England). Microwave OPTICAL TECHNIQUES FOR SIGNAL DISTRIBUTION AND CONTROL IN ADVANCED RADAR AND COMMUNICATION SYSTEMS

STSTEMS
J. R. FORREST In AGARD Digital Opt. Circuit Technol. 14 p. (SEE N85-29757 18-74) Mar. 1985 refs
Avail: NTIS Ht2 A10/MF A01
It is conclucud that optical techniques offer some advantages for signal distribution and control in advanced radar and for signal distribution and control in advanced radar and communication systems. They are clearly ideal for transporting microwave signals over considerable distances, as in remote positioning of radar receivers, provided high dynamic range is not required and an enclosed transmission path is essential. They are an elegant means of distributing low level r.f. or i.f. signals around

an active phased array where these signals are of relative constant amplitude (as in mixer local oscillator applications). However, there is currently a rather restrictive limit on the size of distribution network possible. Optical techniques are obviously suitable for distributing digital control signals to phased array modules and confer considerable immunity to interference. They are less suitable for high dynamic range signals, such as the received radar returns, either at r.f. or when downcovered to i.f. Future developments in coherent optics or in fast optical A/D technology could, however, influence this conclusion. Currently, the optimum applications for optical techniques appear to be i.f. beamformers for multibeam communication satellite systems and in calibration/monitoring systems for phased arrays.

DOCUMENTATION AND INFORMATION SCIENCE

includes information storage and retrieval technology; micrography; and library science

N83-31531# Advisory Group for Aerospace Research and Development, Neukly-Sur-Seine (France).
USE OF SCIENTIFIC AND TECHNICAL INFORMATION IN THE

Mar. 1983 131 p refs in ENGLISH; partly in FRENCH Meeting held at Rome, 29-30 Sep. 1982 (AGARD-CP-337; ISBN-92-835-0325-2; AD-A130687) Avail: NTIS HC A07/MF A01 Organizational

Organizational structure and operation of defense/aerospace information centers, typical services, and a coordinated information structure are discussed. For individual titles, see N83-31532 through

Defense Advanced Research Projects Agency, Arington, Va. Electronic Sciences Div.

ELECTRO-OPTIC TECHNIQUES FOR VLSI INTERCONNECT

ELECTRO-OPTIC TECHNIQUES FOR VLSI INTERCONNECT
J. A. NEFF // AGARD Digital Opt. Circuit Technol. 7 p (SEE N85-29757 18-74) Mar. 1985 refs
Avail: NTIS HC A10/MF A01
A major limitation to achieving significant speed increases in very large scale integration (VLSI) lies in the metallic interconnects. very large scale integration (VLSI) lies in the metallic interconnects. They are costly not only from the charge transport standpoint but also from capacitive loading effects. The Defense Advanced Research Projects Agency, in pursuit of the fifth generation supercomputer, is investigating alternatives to the VLSI metallic interconnects, especially the use of optical techniques to transport the information either inter or intrachip. As the on chip performance of VLSI continues to improve via the scale down of the logic elements, the problems associated with transferring data off and onto the chip become more severe. The use of optical carriers to transfer the information within the computer is very appealing from transfer the information within the computer is very appealing from several viewpoints. Besides the potential for gigabit propagation rates, the conversion from electronics to optics conveniently provides a decoupling of the various circuits from one another. Significant gains will also be realized in reducing cross talk between the metallic routings, and the interconnects need no longer be constrained to the plane of a thin film on the VLSI chip. In addition optics can offer an increased programming flexibility for restructuring the interconnect network.

Author

N83-31532# Dokumentationszentrum der Bundeswehr, Bonn

ORGANIZATIONAL STRUCTURE AND OPERATION OF DEFENCE AND AEROSPACE INFORMATION CENTERS IN THE FEDERAL REPUBLIC OF GERMANY

H. BRAUN and G. TITTLEBACH (Fachinformationszentrum Energie H. BHAUN and G. 111 ILEBAUN (Fachimomationszentrum Energie Physik Mathematik G.m.b.H. Eggenstein-Leopoldshaten. West Germany) /n AGARD Use of Sci. and Tech. Inform. in the NATO Countries 9 p (SEE N83-31531 19-82) Mar. 1983 Avail: NTIS HC A02/MF A01

The objectives, tasks, users and services of both information centers are described in detail. The spectrum of information services covers the production of machine-readable databases, magnetic tape services, the publication of printed information services, online services, individual information services, like retrospective search and SDIs, and iterature supply. Present development, efficiency, operational methods and techniques are discussed as well as the organizational structures, budgets, future trends and matters of cooperation.

N85-29775# Ohio State Univ., Columbus. ElectroScience Lab. NUMERICAL OPTICAL COMPUTING AT THE OHIO STATE UNIVERSITY

UNIVERSITY
S. A. COLLINS, JR., S. F. HABIBY, and A. F. ZWILLING In
AGARD Digital Opt. Circuit Technol. 19 p (SEE N85-29757
18-74) Mar. 1985 refs NTIS HC A10/MF A01

Designs for various devices intended to perform numerical Designs for various devices intended to perform numerical operations using a Hughes liquid crystal light valve and the residue arithmetic representation are considered. A numerical optical temporal integrator, intended to take as input a string of numbers and keep a running sum is presented, as is an optical clock designed to generate optical timing pulses using a liquid crystal light valve. A comparison of binary and residue arithmetic in one application is given. A discussion of a numerical optical matrix multiplier is given. A sketch of the design is shown and the information layout on the light valve and input planes is Ruff. N83-31533# Technisch Documentatie en Informatie Centrum voor de Krijgsmacht, The Hague (Netherlands).
ROYAL NETHERLANDS ARMED FORCES SCIENTIFIC AND TECHNICAL DOCUMENTATION- AND INFORMATION-CENTER (TDCK)

(TDCR)

E. GRUETZMACHER In AGARD Use of Sci. and Tech. Inform. in the NATO Countries 17 p (SEE N83-31531 19-82) Mar. 1983

rers
Avail: NTIS HC A02/MF A01
The history; organization, tasks and authorizations; service rendering; user's circle and informations-sources; and recent internal developments of the Netherlands Armed Forces Scientific and Technical Documentation and Information Center (TDCK) are

N83-31534# Centro di Dokumentazione Tecnico-scientifica della Difesa, Rome (Italy). THE ITALIAN DEFENCE SCIENTIFIC AND TECHNICAL DOCUMENTATION CENTRE

G. MORELLI In AGARD Use of Sci. and Tech. Inform. in the NATO Counties 4 p (SEE N83-31531 19-82) Mar. 1983 Avail: NTIS HC A02/MF A01

The history of the Italian Defence Technical Scientific Documentation Center, its structure, sectorial organization, staff consistency and qualification, administration; its dependence, authority and tasks; structural and operational inconveniences; and

82 DOCUMENTATION AND INFORMATION SCIENCE

N83-31536*# National Aeronautics and Space Administration,

NOS-31535 # NABORE ACTORAGES AND SPACE ADMINISTRATION, WAShington, D.C.
ORGANIZATIONAL STRUCTURE AND OPERATION OF
DEFENSE'APEROSPACE INFORMATION CENTERS IN THE
UNITED STATES OF AMERICA

H. E. SAUTER (Defense Technical Information Center, Alexandria, Va.) and L. N. LUSHINA In AGARD Use of Sci. and Tech. Inform. in the NATO Countries 23 p (SEE N83-31531 19-82)

NTIS HC A02/MF A01 CSCL 05B

U.S. Government aerospace and defense information centers are addressed. DTIC and NASA are described in terms of their are agoressed. DTIC and NASA are described in terms of intention interns of intentions, information services provided, user community, sources of information collected, efforts under way to improve services, and external agreements regarding the exchange of documents and/or data bases. Contents show how DTIC and NASA provide aerospace/defense information services in support of U.S. research and development efforts. In a general introduction, the importance of scientific and technical information and the need for information centers to acquire, handle, and disseminate it are

N83-31536# Ministry of Agriculture, Fisheries and Food, London (England).
SCIENTIFIC AND TECHNICAL REPORT SERVICES

T. NORTON In AGARD Use of Sci. and Tech. Inform. in the NATO Countries 6 p (SEE N83-31531 19-82) Mar. 1983 refs Avail: NTIS HC A02/MF A01

A number of topics associated with scientific and technical report services available from defence/aerospace and other technical information centers is addressed. Abstract journals, announcement services and Selective Dissemination of Information (SDI), microfiche, bibliographies and literature searches are covered. Document supply is treated in greater detail and covers the advantages and disadvantages of online document ordering and electronic document supply projects such as ARTEMIS, ADONIS and APOLLO. Finally, a project to control European grey literature, System for Information on Grey Literature in Europe (SIGLE) is described.

N83-31537# Netherlands Bibliographical and Documentary e. Amsterdam.

Committee, Amsterdam. Information Exchange
J. E. Vanduk, J. H. M. Heijnen, P. J. C. Rosenbrand, and
H. F. Devriles In Agard Use of Sci. and Tech. Inform. in the
NATO Countries 5 p. (SEE N83-31531 19-82) Mar. 1983 refs
Avail: NTIS HC A02/MF A01

Bibliographic data bases in the fields of the physical sciences and technology as well as the publications which are the sources of these data bases are discussed. The importance and size of report literature, some cases of international cooperation in establishing bibliographic data bases, and the disclosure of report iterature are considered. A model for international cooperation is discussed in relation to the necessity of making arrangements at a governmental level. Duplication of input should be avoided. It is a governmental level. Duplication or input should be avoiced. It is even questioned whether databases sponsored by international organizations or by national governments should continue to cover publications which are easily available, such as books and journal articles, particularly when commercial database producers already cover these publications. Where financial constraints exist, reports and patents might have higher priority.

Environmental Research Inst. of Michigan, Ann

Arbor. Infrared Information and Analysis Center.

INFORMATION ANALYSIS CENTRES AND SERVICES
G. J. ZISSIS In AGARD. Use of Sci. and Tech. Inform. in the
NATO Countries 5 p. (SEE N83-31531 19-82) Mar. 1983 refs NTO Countines 5 p (SEE Not-31331 19-02) Mar. 1903 1918 air: NTIS HC A02/MF A01 Established to act as readily accessible sources of information

for specific user communities, information analysis center (IACs) serve as active information disseminators within areas of specific technical disciplines or well-defined functional, technological technical disciplines of well-defined functional, technological activities. Each center collects, reviews, analyzes, appraises, summarizes, stores, reformats and disseminates technical information related to the disciplinary or functional areas. The history of the IAC programs is reviewed. Examples of those which are discipline centered and those which focus on a bounded area. of functional application of technology reveal contributions made

by the IACs to the R&D programs, problems encountered, a variety of methodologies tried out by IACs to address these problems, and some lessons learned which can provide insight and guidance to future IAC activities.

N83-31539# Consiglio Nazionale delle Ricerche, Rome (Italy).

NBS-31939# Consiglio Nazionale delle Ricorcine, Ponte (Italy).

Ist. di Studi sulla Ricerca e Documentazione Scientifica.

ON LINE INFORMATION: THE ITALIAN SITUATION

T. M. LAZZARI In AGARD Use of Sci. and Tech. Inform. in the NATO Countries 5 p (SEE N83-31531 19-82) Mar. 1983

Avail: NTIS HC A02/MF A01

Negative conditions for the development of information systems in Italy and the slow evolution of the European market for the information industry (and the establishment of data bases) are reviewed. The requirements of Italian users could be partially met by English, French, German, and Swedish documentation centers. Participation in the International Nuclear Information System and the FAO agricultural Information System fostered some interest in establishing information service systems in Italy. The transfer of ESA's Information Retrieval Service to Frascati brought the first ESA's information retineval Service to Prascatal brought the intro-on-line information system to Italian soil. Since 1973, large and important data bases were implemented in the juridical, legislative, and commercial sectors of the country. The impact of on-line information on economic life is being felt and interest among responsible State officials is noticeably spreading.

A.R.H.

N83-31540# National Research Council of Canada, Ottawa (Ontario). Technical Information Service.
BENEFITS TO INDUSTRY (OF COORDINATED

BENEFITS TO INDUSTRY (OF COORDINATED DEFENCE/AEROSPACE INFORMATION STRUCTURE)

J. CHANDER and G. KIROUAC In AGARD Use of Sci. and Tech. Inform. in the NATO Countries 7 p (SEE N83-31531 19-82) Mar. 1983

Avail: NTIS HC A02/MF A01

The need for and the sources of information for the defence aerospace industry are considered. Some of the problems that the industry faces are addressed and some of the services available in Canada are described. The issue of possible modifications to the present information system is raised in an attempt to find solutions to the perceived information problems

N83-31541# Centre de Documentation de l'Armement, Paris

ADVANTAGES GAINED BY THE GOVERNMENT FROM A COORDINATION OF DEFENSE-AEROSPACE INFORMATION C. PAOLI In AGARD Use of Sci. and Tech. Inform. in the NATO Countries 8 p (SEE N83-31531 19-82) Mar. 1983 refs

Avail: NTIS HC A02/MF A01

The benefits derived by government authorities from the coordination of information in the sectors of defense and aerospace coordination of information in the sectors of detense and aerospace are described through the organization of the French Armament Documentation Center (CEDOCAR) as regards bibliographic and factual information, the Research Design and Engineering Directorate (DHET), and its Contractors as regards information relating to research programs. Data flows and transfers within the structures of these agencies are analyzed.

N83-31542# Trondheim Univ. (Norway). Library.
BENEFITS TO UNIVERSITIES OF A COORDINATED INFORMATION STRUCTURE

TR. A. GLERSVIK In AGARD Use of Sci. and Tech. Inform. in the NATO Countries 4 p (SEE N83-31531 19-82) Mar. 1983

Avail: Nis HC A02/MF A01

Avail: N.35 HC A02/MF A01

The university's role as a user and producer of documented knowledge is outlined. Literature retrieval is necessary in study and research, and the importance of education in the literature searching techniques is emphasized. The role of the university library and its resources in the information structure is discussed. The benefits to the students and the academic staff of an effective and simple information retrieval structure is stressed.

N83-31543# Ministry of National Defence, Brussels (Belgium).
COMPARISON OF NETWORKS FOR DOCUMENT ACCESS
(COMPARISON DE RESEAUX D'ACCES AU DOCUMENT: LES
SCHEMAS DECENTRALISE, SEMI-CENTRALISE ET

SCHEMAS DECERTIFICATION OF CHARLESE;

J. F. MULLER In AGARD Use of Sci. and Tech. Inform. in the NATO Countries 9 p (SEE N83-31531 19-82) Mar. 1983 refs

Avail: NTIS HC A02/MF A01

A case study of the cost of books and periodicals as well as of regular library activities associated with the acquisition, preservation and dissemination of documents, is used to show the necessity not only of automating libraries, but also of establishing a laison between them. This network can be decentralized, semicentralized, or centralized. The characteristics of these networks for document access are analyzed to establish the balance of their respective advantages and disadvantages.

Transl. by A.R.H.

N84-17059# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France). DEVELOPMENT AND USE OF NUMERICAL AND FACTUAL DATA BASES

Loughton Oct. 1983 123 p reis Lectures held in Gaithersburg, Md., 5-6 Oct. 1983, in London, 10-11 Oct. 1983, and in Lisbon, 13-14 Oct. 1983

(AGAROLLS-130; ISBN-92-835-1459-9; AD-A136559) Avail: NTIS HC A06/MF A01

Numerical and factual data, as sources of information for all levels of aerospace and defence R & D management and staff activity, are increasingly important. These data are necessary to support research and engineering efforts in all fields. They are also increasingly important to support or assist in the decision-making process. Today, a number of numerical data bases are available through national information centers and others are available from academic or commercial information sources. Data available from acatement to commercial information sources. Set in many of these data bases are retrieved and manipulated in display systems currently available. There is, however, a great need to improve the quality, reliability, availability, accessibility, dissemination, utilization and management of these data. The scope dissemination, utilization and management of triese cata. The scope of the lecture series includes: generation of numerical data, consideration of the quality and reliability of the data, methods for publishing and disseminating the data, a review of the data bases that are currently available, how these data bases are used, and tuture needs for numerical data bases. For individual titles, see N84-17060 through N84-17069.

N84-17060# Los Alamos Scientific Lab., N. Mex. STATUS AND FUTURE OF THE USE OF NUMERICAL AND

PACTUAL DATA

R. F. TASCHEK /// AGARD Develop, and Use of Numerical and Factual Data Bases 12 p (SEE N84-17059 07-82) Oct.

Avail: NTIS HC A06/MF A01

Avail: NTIS HC A06/MF A01
The nature of numerical and factual data and data bases is discussed and their place in modern industrial society is reviewed. The components of the process by which data is produced, made public, extracted, assessed, evaluated and finally put to use, either as a single item or part of a data base, are examined. The present status of this process (the data cycle) is described and shortcomings briefly analyzed. The costs and organizational structures of various components are crudely evaluated and the data generation component is least well developed. A detailed data cycle flow chart is presented for guidance in future more detailed approaches to critical data generation and utilization.

Author

1084-17061# University Chemical Labs., Cambridge (England).

reuse rrues in university cremical Labs., Cambridge (England).
Crystallographic Data Centre.
TYPES OF TECHNICAL CONTENT OF DATA
D. G. WATSON In AGARD Develop, and Use of Numerical and Factual Data Bases 3 p (SEE N84-17059 07-82) Oct. 1983 rofs

Avail- NTIS HC A06/MF A01

The various uses of the word "data" are noted and a convenient definition of numeric data is proposed. Data are broadly categorized in terms of the uses to which they are put or in terms of who uses them. A brief overview of the characteristics of scientific

data is provided and does so with respect to a simple class scheme. This scheme categorizes data with respect to time, location, mode of generation, nature of the quantitative values, terms of expression and mode of presentation. Examples taken from the physical, earth and biological sciences are illustrated. Finally some of the special problems associated with, for example, geophysical and biological data are noted.

N84-17062# Dow Chemical Co., Midland, Mich. Thermal

SOURCES GENERATING AND REPORTING NUMERICAL AND FACTUAL DATA

M. W. CHASE In AGARD Develop, and Use of Numerical and Factual Data Bases 11 p (SEE N84-17059 07-82) Oct. 1983

Avail: NTIS HC A06/MF A01

The re-use of experimental data is a frustrating endeavor. This is frequently due to the re-use of data in an attempt to solve problems for which the original experimental work was not directed. An experiment (or set of experiments) which is designed properly An experiment (or set or experiments) which is designed properly to solve a specific problem may well be severely lacking in sufficient information when applied to unrelated problems. The nature of the laboratory (university, government, or industry) normally will often dictate whether the information is required for basic or applied. technological purposes. Time, money and internal political pressures in turn affect the thoroughness of the study and resulting publication. Often these pressures detract from the authors publication. Onen trees pressures beract from the authors awareness of the greater utility of results. Thus minimal data are even further limited as a result of the attitudes and publishing policies of the laboratory and journal. Examples of this interplay and its effects are given in the areas of low temperature calcrimetry. and vapor pressure

N84-17063# General Electric Co., Schenectady, N. Y. Materials Information Services.

EXTRACTION AND COMPILATION OF NUMERICAL AND

J. H. WESTBROOK In AGARD Develop and Use of Numerical and Factual Data Bases 15 p (SEE N84-17059 07-82) Oct.

1983 rets Avail: NTIS HC A06/MF A01

Extraction and compilation of data embrace the processes of achieving awareness of the existence of data, gaining access to the data, extraction of data from its source, knowledge organization and the compilation procedures preliminary to the critical evaluation of data. Each of these processes in turn subsumes a number of or usua, cautr or intese processes in turn subsumes a number of the individual steps. In reviewing the subject, cognizance is taken of the individual needs and viewpoints of both generators and users of data. Changing norms of practices, work-habits and technology are also having significant impact on extraction and complaints.

N84-17064# ESDU International Ltd., London (England).
THE EVALUATION/VALIDATION PROCESS:
PRACTICAL
CONSIDERATIONS AND METHODOLOGY FOR THE
EVALUATION OF PHENOMENOLOGICAL DATA

A. J. BARRETT In AGARD Develop, and Use of Numerical and Factual Data Bases 14 p (SEE N84-17059 07-82) Oct. 1983

Avail: NTIS HC A06/MF A01

Avail: N1is Ptd. Ava/MF AVI Scientists and engineers strive to ensure that their work is based upon objective principles and that it is repeatable to close tolerances. The factual and numerical data resources which are available to them, however, do not always assist this intention available to mem, nowever, but not aways assist the historian particularly where data are being used as a basis of decision in the engineering design process which is directed at the realization of a practical product goel. Subjective influences, related to imparted or acquired skills and experience, often apply in such es. These have to be taken into account during the construction cases. These rays to be taken into account during the construction of numerical and factual data bases. The practical consequences of inadequately refined data are reflected in unnecessary costs and uncompetitive product performance. Careful management of data refinement is always needed and seen to be increasingly important as a greater proportion of data is stored electronically or becomes embedded in computer aided engineering and design.

82 DOCUMENTATION AND INFORMATION SCIENCE

N64-17065# Dow Chemical Co., Midland, Mich. Thermal

Group.
THE EVALUATION/VALIDATION PROCESS: DATA FROM DISCIPLINES RESTING ON GOOD THEORETICAL DISCIPLINES RESTING ON GOOD FOUNDATIONS

M. W. CHASE In AGARD Develop, and Use of Numerical and Factual Data Bases 9 p (SEE N84-17059 07-82) Oct. 1983 refs

Avail: NTIS HC A06/MF A01

Experimental and theoretical techniques are used to solve problems efficiently. To this end, however, the techniques must be used with a well defined plan in mind. A literature survey is first required to reveal available information which relates to the problem. The meshing of this information and any other soon to be released data is an important second step. The experiments and/or theoretical calculations must then be coordinated to reduce time and expense and to provide maximum data at minimum expense. From expenence in developing the JANAF Thermochemical Tables, examples will be given where calculations were of sufficient accuracy to reduce the ne ed for experimentation as in the thermodynamic properties of some chemical specie Comparisons and trends in data are also valuable to extend or replace data. Four thermodynamic studies are used to illustrate the value of theoretical efforts.

Author

N84-17066# Department of Trade and Industry, London

(England). Scientific and Technical Information Unit.

DISSEMINATION OF DATA AND INFORMATION

J. R. SUTTON In AGARD Develop, and Use of Numerical and
Factual Data Bases 7 p (SEE N84-17059 07-82) Oct. 1983

Avail: NTIS HC A06/MF A01

The differing needs of several different kinds of data users are considered. These should influence the format and packaging of the data product and the choice of distribution channels. Numerical data is used differently from nonnumerical information and the data provider needs to know how his customers use his product. The presentation of original data to assist the compiler and evaluator is considered. Tagging and flagging may make it easier. to find data.

N84-17067# National Bureau of Standards, Washington, D.C. Office of Standard Reference Data.

GENERAL REVIEW OF NUMERICAL DATA BASES

D. R. LIDE, JR. //n AGARD Develop, and Use of Numerical and Factual Data Bases 10 p (SEE N84-17059 07-82) Oct. 1983

Avail: NTIS HC A06/MF A01

Quantitative data resulting from measurement or calculation play a key role in every field of science and technology. The organization of such data into compilations or data bases has become more difficult as the amount and complexity of information in the technical literature increases. Current efforts to prepare data bases of interest to the scientific and engineering communities are surveyed. Emphasis is placed on computer searchable data bases and their dissemination through on-line networks and other means. Mechanisms for international cooperation are discussed.

N84-17068# General Electric Co., Schenectady, N. Y. Materials

Information Services.

PROGRESS TOWARD A COORDINATED SYSTEM OF DATABASES COVERING THE ENGINEERING PROPERTIES OF

J. H. WESTBROOK In AGARD Develop and Use of Numerical and Factual Data Bases 9 p (SEE N84-17059 07-82) Oct. 1983

Avail: NTIS HC A06/MF A01

Avail: N1S HC AUD/MH-AOT
All show the great need for computer access to engineering
properties information on materials. All find such a system to be
technically within the capabilities of modern computerized
information technology. What is now required is a massive and
continuing cooperative effort by a diverse group of stakeholders
in such an information system.

N84-17069# Department of Trade and Industry, London (England). Scientific and Technical Information Unit.
DATA ORGANISATIONS AND THEIR MANAGEMENT J. R. SUTTON In AGARD Develop, and Use of Numerical a Factual Data Bases 12 p (SEE N84-17059 07-82) Oct. 1983 Avail: NTIS HC A06/MF A01

Organizations which are involved in generating, compiling, validating and disseminating data are not all alike. Different types of organizations have different objectives and motivations. These lead to differences in management. Ways of coordinating the activities of data organizations are considered and the scope for overall planning at national and international levels. The costs of data activities cannot be ignored. The economics of subsidies, pump priming and pricing need careful consideration.

Author

N84-21425# Advisory Group for Aerospace Research and

NOS-2-19-29# AGVISION GROUP (M-POSPACE HOSEACH AIR Development, Neuilly-Sur-Seine (France). THE APPLICATION OF NEW TECHNOLOGIES TO IMPROVE THE DELIVERY OF AEROSPACE AND DEFENCE IMPORMATION

Loughton, England Dec. 1983 110 p refs Meeting held in Ottawa, 14-15 Sep. 1983 (AGARD-CP-357; ISBN-92-835-0345-7; AD-A140161) Avail:

NTIS HC A06/MF A01

The pace of development of new technologies in commun networks and information delivery systems was extremely rapid over recent years. These developments and the ways in which they are applied to increase the effectiveness of managers. engineers and scientists are reviewed. Attention was directed engineers and scientists are reviewed. Attention was directed particularly to the interconnecting of data bases and information centers within communication systems that permit the retrieval and post processing by end-users. Ways and means by which intelligent terminals, micro and mini computers are used in the actual aggregation and post-processing of data information were examined. Example of how the new technologies increase the productivity of scientists and engineers to improve the decision making capabilities of program managers were provided. For individual titles, see N84-21426 through N84-21436.

NS4-21426# Oak Ridge National Lab., Tenn. Computer OPEN SYSTEMS INTERCONNECTION FOR THE DEFENCE COMMUNITY

N. B. GOVE In AGARD The Appl. of New Technol. to Improve the Delivery of Aerospace and Defence Inform. 5 p (SEE N84-21425 11-82) Dec. 1983 refs
Avait: NTIS HC A06/MF A01

The area of Open Systems Interconnection is a very active area. The concept of a layered approach to communication standards is generally accepted and the OSI Reference Model appears to be successful as a working aproach toward integration of the many standards involved in open connection. The Reference Model is not in itself a communication standard but rather a framework for standards development. As such, it will permit evolution of standards as needed in a changing technology, while providing a coherent approach to the many problems involved in Open Systems interconnection.

MR4-21427# National Research Council of Canada Ottawa (Ontario). Automated Systems and Networks. THE INET GATEWAY TRIAL

P. H. WOLTERS /n AGARD The Appl. of New Technol. to Improve the Delivery of Aerospace and Defence Inform. 11 p. (SEE N84-21425 11-82) Dec. 1983 refs Avail: NTIS HC A06/MF A01

Avail: N1S Ind. Aud/MF Avil

The liket Gateway is an intelligent network concept developed
by the Computer Communications Group (CCG) of the
TransCanada Telephone System (TCTS). INet has evolved in
recognition of the requirement for more universal accessibility to recognition of the requirement for more universal accessibility to information providers and other computer based service. The iNet Gateway is designed to simplify the process of gathering, using and communicating information by offering a single point of access to satisfy the in-zimation needs of a user. In order to test the concept of intelligent networking a one year field trial is being conducted. The purpose of the trial is to provide the business and information communities with a single point of access to a great variety of computer systems including international, national and local networks as well as offline services provided by information specialists or intermediaries. The trial is expected to further define the requirements for value-added network service

NS4-21428# Telsystemes Questel, Paris (France).
SHARING COMMAND LANGUAGES AND SOFTWARE

P. BUFFET In AGARD The Appl of New Technol. to Improve the Delivery of Aerospace and Defence Inform. 5 p (SEE N84-21425 11-82) Dec. 1983 refs.

Avail: NTIS HC A06/MF A01

One of the first sevices available through the computer was that of selective disemination of information (SDI). Then, late in the sixties, two major technical host computers- nam (LOCKHEED Information Services) from LMSC. (LOCKHEED Missile and Space Company) and ORBIT Search Service from SDC (System Development Corporation) appeared in the United States. One host computer was installed in Europe in the context of ESRO (the European Space Reseach Orgaization.) because of the relationships of this organization with the NASA. At this time, a user, librarian or information scientists, had to learn two languages, RECON and ORBIT, to access the major international data bases, in particular in Engineering and related disciplines Later, new vendors gave worldwide online access to new files Later, new vertoors gave wondwide online access to new files, e.g., BRS (Bibliograhic Retrieval Services) in the States, and the Europe, representing ten online services, offering access to hundreds of databases. Some solutions for simplifying this access in terms of command languages are explored. The concept of portable software also is examined, as providing the opportunity to share the same language on various computers.

184-21429# Office of the Secretary of Defense, Washington, D.C.

Plans and Resources Div.
WORD PROCESSORS
INFORMATION SERVICES: AEROSPACE/DEFENSE IN INFORMATION SYSTEMS BY THE OFFICE OF THE SECRETARY OF DEFENSE

In AGARD The Appl. of New Technol. to J. M. POWERS Improve the Delivery of Aerospace and Defence Inform. 5 p. (SEE N84-21425 11-82) Dec. 1983

Avail: NTIS HC A06/MF A01

Avail: NTIS HC A06/MF A01

The utilization of word processing and distributed information systems within the Office of the Secretary of Defense (OSD) are described. The OSD is the principal management staff of the Secretary in the exercise of: policy definition, planning, resource management, program evaluation, and fiscal evaluation. Thus, there management, program evaluation, and fiscal evaluation. Thus, there are in fact certain general management functions that agree common to both OSD and to many civilian industrial organizations. The real common denominator in the management of both military and industrial programs, however, is information - information that is accurate, up-to-date, specific, yet comprehensive information that is needed to assess and evaluate programs and to make better, more informed decisions.

N84-21430# National Research Council of Canada, Ottawa

SCIENTIFIC NUMERIC DATABASES

G. H. WOOD In AGARD The Appl. of New Technol. to Impro the Delivery of Aerospace and Defence Inform. 6 p (SEE N84-21425 11-82) Dec. 1963 refs
Avait. NTIS HC A06/MF A01

Scientific numeric databases (SND) are powerful, relatiely new research tools for the scientific and technical community. Practical examples are used to illustrate their use. The attributes and capabilities of such databases are described and a survey of the activity in this field is given. The SND permit the direct location, retrieval and the subsequent analysis/manipulation of evaluated numeric data. Advances in telecommunications and increases in numeric data. Advances in terecommunications and increases—in the number and types of SND produced greatly enhance the ikelihood in relevant data being readily available. Although only likelihood in relevant data being readily available. Atthough only 5% of all data bases accessible online in North America and Europe are SND, they are growing in importance and acceptance as more databases are developed and scientists and en ware of their potential. The National R occure aware or treir potential. The national Hesearch Council of Canada is active not only in the production of SND, involving some international collaboration, but also in the dissemination by means of a nation-wide online packet-switched network. Author N64-21431# Institut fuer Rundfunktechnik, Munich (West

GRAPHIC AND VISUAL PRESENTATION OF AEROSPACE DATE

H. WILKINS In AGARD The Appl. of New Technol to Improve the Delivery of Aerospace and Defence linform. 7 p (SEE N84-21425 11-82) Dec. 1983 refs

Avail: NTIS HC A06/MF A01

The efficiency of computer-based information retrieval systems is substantially improved by presenting the information subject on a television monitor not only in alphanumeric but also in pictorial form. For systematic retrieval of a specific information, a large information base for alphanumeric and pictorial data must be carefully structured. Special technical equipment for storing and presenting the information must be available, especially when a er of users will have access to the information

N84-21432# Royal Library of Beigium, Brussels.
THE STANDARDIZATION OF BIBLIOGRAPHIC DATA
P. C. GOOSSENS In AGARD The Appl. of New Technol. to
Improve the Delivery of Aerospace and Defence Inform. 9 p
(SEE N84-21425 11-82) Dec. 1983 refs
Avail: NTIS HC A06/MF A01

The development of large machine-readable bibliographic data bases, functioning a.o. as union catalogues, is a remarkable step forward in the evolution of the library and information world, Library networks, like all co-operative projects, only efficiently function if the composing parts are constructed according generally accepted norms. The different aspects of the standardization of bibliographic data are discussed. First the bibliographic contents part is handled. Cataloguing rules, the Paris Principles, the ISBD, filing rules and also subject indexing are looked at. Subsequently the more computer oriented aspects are treated, namely the content designation and the physical format structure. These concern the MARC II format, UNIMARC, the UNISIST reference manual and the CCF. As well the progress made in the library community as in the instrumentation world is surveyed. Finally a pratical lication of the standards is presented through the description of NEWNAVE, which is the on-line cataloguing and information retrieval system developed and used at the Royal Library in Brussels. Much important work was realized in the field of the standardization of bibliographic data, but also that some problems are left for the future.

N64-21433# Defence Research Information Centre, Orpington

(ETYGIN).
THE APPLICATION OF MANAGEMENT TECHNIQUES TO DEFENCE AND OTHER INFORMATION SERVICES: THE BRITISH APPROACH

G. W. HART In AGARD The Appl. of New Technol. to Improve the Delivery of Aerospace and Defence Inform. 16 p (SEE N84-21425 11-82) Dec. 1983 refs Avail: NTIS HC A06/MF A01

The Asilib catalog was searched for books, reports, and penodical articles on applications of management techniques to information services and libraries which were published in Great Britain or written by British authors. Also the last eight years of Aslib Proceedings were searched and an on-line search of the LISA (Library and Information Science Abstracts) files was LISA (LIDrary and information Science Abstracts) files was conducted. A logical approach was made, from planning a new system, through measurement and evaluation, to the application of different technique for improvement of a system, finishing with the more esoteric ones. The aim throughout was to give the flavor of a technique rather than a detailed description.

N94-21434# Department of Energy, Oak Ridge, Tenn. Data Processing Div. MANAGEMENT OF **AEROSPACE**

MARAGEMENT OF AEROSPACE CONTRACT
DOCUMENTATION BY INDUSTRY AND GOVERNMENT
E. G. COPPOCK In AGARD The Appl. of New Technol. to
Improve the Delivery of Aerospace and Defence Inform. 17 p.
(SEE N84-21425 11-4.2) Dec. 1983
Avail: NTIS HC A06/MF A01

thod of documenting and tracking contract requirements and deliverables from the inception of a project through its completion are reviewed. One specific system, the Technical Information Monitoring System, is discussed in detail. Emphasis is placed on

82 DOCUMENTATION AND INFORMATION SCIENCE

the tracking of deliverables in the form of technical reporting the tracking of deliverables in the form of technical reporting requirements for research and development contracts for the U.S. Department of Energy. In addition, the application of new technologies to improve productivity and reduce overlap in energy research and development are examined and to enhance contract documentation and accelerate the dissemination of contractor research and development reports and technical information

N84-21435# Stockholm Univ. (Sweden). Computing Centre.
COMPUTER-BASED CONFERENCING
J. PALME In AGARD The Appl. of New Technol. to Improve
the Delivery of Aerospace and Defence Inform. 7 p (SEE
N84-21425 11-82) Dec. 1983 refs
Avail: NTIS HC A06/MF A01

Computer conferencing is a more powerful communication medium than electronic mail. The important difference is that medium than electronic mail. The important difference is that computer conferencing provides structing facilities on the data base of text documents, by putting text items into conferences and sub-discussings within a conference. The system has a data base, consisting of a large number of text messages. Each such text message can contain any text written in ordinary human language which the author wants to put there. There are two main kinds of messages: the first, called a letter, is a message from one user to a single or a number of other users. The second type, called a conference entry is stored in one of several computerized conferences. A number of users are members of the computerized conference. Each member normally reads all that is written in the conference and also can freely write messages into the conference, which are then made available to all the other members of the

N84-21436# British Library Lending Div., Boston Spa (England). AUTOMATED DOCUMENT REQUEST AND DELIVERY SYSTEMS IN THE UNITED KINGDOM

S. EDE // AGARD The Appl. of New Technol. to Improve the Delivery of Aeruspace and Defence Inform. 8 p (SEE N84-21425 11-82) Dec. 1983 refs
Avair. NTIS HC A06/MF A01

There are already in use in the UK a variety of methods for the telecommunication of requests: through direct terminal to computer and computer to computer links or via information retrieval database systems. These are described with particular reference to the British Library Lending Division's Automted Request Transmission (ART) services. Possible extensions of these Request Transmission (ART) services. Possible extensions of these services are also outlined. A rapid document delivery service based on facsimile transmission between British Library sites was in operation for some time, and the results of a pilot service to international users employing more advanced equipment are reported. The increasing provision of satellite links and developments in digital optical recording (DOR) discs and electronic publishing are stimulating the planning of more revolutionary electronic document delivery systems. Factors affecting the provision of such services are discussed as a prelude to a review of a number of UK and European initiatives.

N84-22509# Advisory Group for Aerospace Research and Development, Neuilly-Sur-Seine (France).
GUIDES TO AEROSPACE RESEARCH AND DEVELOPMENT IN

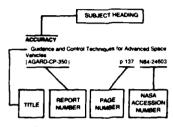
NATO COUNTRIES. BIBLIOGRAPHY
H. BEHRENS (Fachinformationszentrum Energie, Physik, Mathematik G.m.b.H.) Jan. 1984 11 p (AGARD-R-718; ISBN-92-835-1465-3; AD-A139388) Avail: NTIS HC A02/MF A01

A bibliography representing a comprehensive survey of guides to aerospace research and development in NATO Countries was compiled. It was planned to be as complete as possible; however only publications considered to be up to date were included. Besides guides specifically dedicated to aerospace, directories on the whole spectrum of research and development, with aerospace a sub-field only, were also considered. The bibliography conta 56 citations.

SUBJECT INDEX

AGARD INDEX OF PUBLICATIONS (1983-1985)

Typical Subject Index Listing



The subject heading is the key to the subject content of the document. A brief description of the document, e.g., title or title and title extension, is included for each subject entry to indicate the subject heading context; these descriptions are arranged under each subject heading in accession arranged under each subject heading in accession number order. The report number helps to indicate the type of document cited. The page number identifies the page in the abstract section (Part 1) on which the citation appears. The NASA accession number denotes the number by which the citation is identified on that page.

A

ABNORMALITIES

Remains and Man electrocardographs and statements of thing personnel Decoupant Remains and American Application of diffraction optics lechniques to laser p 24 Ne6-26821

The application over protection ASSORPTANCE

nsequences of localized SAR from RFR p 179 N85-27130

exposures
ACCELERATED LIFE TESTS
Space environmental effects on materi ACCELERATION STRESSES (PHYSIOLOGY)

CCELERATION STRESSES (PHYSIOLOGY)
Analysis of the transent response of temporal artery
blood flow data relative to vanous anh iG surf pressure
p. 220. NBS 19860.

Space adaptation syndrome. Incidence and operational
miglications for the space transportation system program
p. 216. NBS 20855.

implications for the space transportation system program
p. 216. NBE-20055
The European vestibular experiments of the Spacetab Imsean
p. 219. NBE-30055
The European vestibular experiments of the Spacetab Imsean
p. 219. NBE-31808
Some results of the European vestibular experiments
in the Spacetab Imsean
p. 219. NBE-31809
Dynamic behaviour of appearcal and aspherical contact
eness exposed to . G2 acceleration forces
tenses exposed to . G2 acceleration forces
tenses exposed to . G2 acceleration forces
(comparison with Merage 3 and F1 plots)
The use of EGC changes caused by acceleration as
tolerance prediction factors p. 226. NBE-30016
The vestibular column Selection and aphitude of combat
aircraft plots of the future p. 227. NBE-30016
ACCELLERATION TOLERAMICE
Methods and major findings of cardiovescular
exploration microlying the future controller
proposition microlying the future p. 212. NBE-1097.
Tolerance, 1869up. Dhysiological and pentromance
effects of sustained and occlearing issuerial accelerations
of the Language of EGC changes of p. 228. NBS-19658
The List of EGC changes of p. 228. NBS-19658
The List of EGC changes of p. 228. NBS-19658
The List of EGC changes of p. 228. NBS-19658

Toesance, tangue, physiological and performance effects of sustained and oscillating lateral accelerations p.229 N85-19859

The use of ECG changes caused by acceleration is loterance prediction factors. p.226 N86-90316

Physical training of Mirage 2000 priots. p.227 N86:30324

ACCELEMOMETERS

Keeping up with operational loads in the French Air Force Defining new equipment | 9.47 MS 15681 |
Preguidance and piloting with the aid of composite inertial sensors | 9.67 MS 26666 |
Low cost two gimbal inertial pilatform and fits system integration | 9.69 MS 26661 |
p. 69 MS 26661

CCESS CONTROL
MASCOT developments to improve software structure
and integrity p4 M32-22115
Practical considerations in the integrition or requirements analysis technique p4 M32-22118
The rivel Catendy Inal p 242 M84-21427
Dependable avonic data transmission

ACCESSORIES
Alt-electric accessory drive systems implications on engine design and performance p 100 N84-12184
ACCIDENTS
Ballistic / detonic fransition of propellants
p 60 N85 17041

p129 N86-20405

ACCURACY

CURACY

Propagation data for VHF planning in the UK area p 164 N83:30903

Theoretical modelling of three-dimensional vortex flows n aerodynamics p 78 N84 12116

Guidance and Control Techniques for Advanced Space

in aerodynamics Guidance and Control Techniques for Advanced Space Verholes Guidance and Control Techniques for Advanced Space Verholes Discourage of the Control of the Co

ACOUSTIC ATTENUATION
System aspects of clear air propagation above 40 p 162 N83-30693 GH2

ACOUSTIC DUCTS

VHF and UHF propagation in the Canadian high Arctic p 1/2 N84-24969

ACOUSTIC EMISSION

Monitoring of defect progression by acoustic emission p 153 N84-10206

ACOUSTIC MEASUREMENT
Monitoring of defect progression by acoustic emission
p 153 N84 10206

ACOUSTIC PROPAGATION

fransmission of gear noise to aircraft interior prediction
p 94 N85 23788

Transmission of gear noise to avitate minute.

1 (Inasmission of gear noise to avitate minute)

2 (1) PROPERTIES

Prediction of resonance frequencies for vanishated wall wind funness

1) Operational and Performance Measurement on Engines

1) Sas Level Test Facilities

1) AGAPID 15-132 | 130 N94-25723

Aero; thermodynamic and acoustic considerations in the design of test-beds for turbojets and furbolans

1) 10 N94-25725

ACOUSTICS

n 194 NR4-33760 Environment and recipitury p. 194 NB4-33760 Design considerations for application of laminar flow control systems to transport sercial. p 64 NB6-15270 Technical evaluation report in the Flux Dymannic Panel Symposium on Aerodynamics and Acoustics of Propellers

1 AGARD-ARI-213 p 9.5 N86-19296

I AGARD AR-213 p. 9.5 N86-19298
ACTIVE CONTROL
Development and application of digital control for factoral
acraff flutifer suppression p. 3. N83-22108
NASA/RAE collaboration on nonlinear control using the
FAC digital flips, were arcraft p. 3. N82-22109
Ground and flight testing on the Ifty by were Jaguar
equipped with a full firm quadrupier digital integrated light
control system g. 3. N83-22111
The initial design of active control systems for a flexible
arcraft p. 18-N84-11125

A decentralized activiticontrol system for a large flexible structure in space p.140 N84 24622 A decembrated with rotor blades relaxation p.57 N85 16819

ontrol AGARD-AG-262+ £ 61 N85-22350

Dynamic wind lunner testing for active control essearch p.61 N85-22352 Dynamic wind-tunner testing of active controls by the ASA Langley Research Center p.61 N85-22353 Technical evaluation report on their Fight Mechanics Symposium on Active Control Systems Review. Evaluation and Projections [AGARD-AR 220] p.121 N85-26730

Symposum on Active Control Systems Review, Leafualbin and Projections p 121 NB5-26730 Active control technology Past present. Indure p 121 NB5-26730 Active control technology Past present. Indure p 121 NB5-26730 The state-of-the-art and future of light control systems p 121 NB5-26730 A perspective on superaugmented light control systems Approach of ACT systems too profit control advantages and problems p 121 NB5-26730 Aspects of application of ACT systems too profit mortical afternation of ACT systems too profit mortical afternation advantages and profit for the systems to profit mortical and application of ACT systems too profit mortical and application of ACT systems too profit modes in advanced multipole right response to 121 NB5-26736 Application of ACT systems design.

The evaluation of ACS for helecopters Conceptual

X-29A organism.
The evaluation of ACS for helicopters Conceptual simulation studies to preliminary design p.121 N85-26737

ACT applied to helicopter flight control p 122 NB5 26738

An update on experience on the fly by wher Jaguar equipped with a full time digital flight control system p. 122. NBS-26740 p. 122. NBS-26740 CF flight research experience p. 122. NBS-26740 CPeriational and developmental experience with the EA. 18A digital flight control system.

p 122 N85-26742 OLGA Arriopen loop gust alleviation

Olicia no speciment p 122 N65-20-rea Active control landing gear for ground landing adenute p 123 N65-2674. The serodynamics of controls p 123 N65-2674. Active control landing gear for ground leads afterwater p 123 N65-26748. tion p 122 N85-26744 ence with the Space p 123 N85-26747 p 123 N85-26748

Active control landing gear for ground loads aftervation p. 123 MSS-26749. Wing buffeting active control testing on a transport arcraft configuration in a large sonic tunnel p. 123 MSS-26750. How to handle failures in advanced flight control systems of future transport arcraft p. 123 MSS-26752.

How to handle failures in advanced tight control systems of fulure transport avcraft p 123. MBS-26752
The certification of eirborne complex digital systems p 123. MBS-26754
Automatic flight control modes for the AFTLIF 111
masson adaptive wing aircraft p 124. MBS-26756
The evolution of active control technology systems for 1990's helicopter p 124. MBS-26756
Active Control Systems. Review Evaluation and

Active Control Systems Review Evaluation and Projections (AGAPD CP 384) Projection (AGAPD CP

X-29 digital flight control system design p. 125. N85-27889. The evolution of ACS for helicopters. Conceptual simulation studies to preimmary design p. 125. N85-27890. Some flight testing the control systems p. 125. N85-27890. ACT flight research expension of the FrA. 18A digital registromatic system. p. 126. N85-27894. Demonstration of relaxed static stability or 228-27897. Demonstration of relaxed static stability or 228-27897. Demonstration of relaxed static stability or 228-27897. Active control technology expensions with Space Shuttle in the landing teginne p. 126. N85-27890. Active control technology expensions with Space Shuttle in the landing teginne p. 126. N85-27890.

Wing buffeting active control testing on a transport	AERODYNAMIC BALANCE	Theoretical prediction of wing rocking
arcraft configuration in a large sonic windfunnel p 127 N85-27903	Recent developments in rotary-balance testing of fighter aircraft configurations at NASA Arries Research Center	p 147 N86-2725
A modular disamilar redundant computer designed for	p 145 N86-27242	Effect of film cooling on the aerodynamic performanc of a turbine cascade p 116 N86-298
high integrity control p 127 N85-27904	AERODYNAMIC CHARACTERISTICS	Aerodynamic effect of coolant ejection in the rear pa
How to handle failures in advanced flight control systems of future transport aircraft p 127 N65-27905	The high angle of attack behavior of a combat aircraft.	of transonic rotor blades p 117 N86-2986
The evolution of active control technology systems for	Correlation between prediction and flight Mirage 2000 aircraft p 10 Ne3-30387	AERODYNAMIC COEFFICIENTS Vortex flow simulations past wings using fr
the 1990's helicopter p 128 N85-27911	The use of free-flight models for the prediction of	Vortex flow simulations past wings using to Euler-equations p.78 N84-121:
Application of active noise control to model propeller	departure control p 10 N83-30368	Extraction of aerodynamic parameters for aircraft.
noise p.75 N86-11176 identification of aircraft characteristics including gust	Aerodynamic model identification from dynamic flight	extreme flight conditions p 146 N86-272
induced dynamic effects p 148 N86-27263	test data and wind tunnel experiments	AERODYNAMIC CONFIGURATIONS Comparison of prediction, wind tunnel and flight te
NCTIVITY (BIOLOGY)	p 11 N83-30371 Technical evaluation report on the Flight Mechanics	data for the Canadar Challenger turbotan aircraft
Hypnotics and air operations p 208 N84-21072 ICTIVITY CYCLES (BIOLOGY)	Panel Symposium on Ground/Flight Test Techniques and	p 10 N83-303c
Circadian rhythms and sustained operations.	Correlation	Computational methods for subsonic and transori aerodynamic design p 20 N84-1203
p 207 N84-21067	[AGARD-AR-191] p.90 N83-34939	Aerodynamic design for overall vehicle performance
Adaptation to irregularity of rest and activity	Special Course on Aerodynamic Characteristics of Controls	p 20 N84-120
p 208 N84-21070	[AGARD-R-711] p 118 N84-10082	Transonic empirical configuration design process p 20 N84-120:
Dynamic effects of controls p 118 NB4-10086	Introductory remarks and review of 1979 symposium	Transonic configuration design p 21 N84-120
CTUATORS	p 118 N84-10083	The new calibration tank for engine simulators at DFVL
Guidance and Control Techniques for Advanced Space Vehicles	The aerodynamics of aircraft control. A general survey	Goettingen p 36 N84-235
[AGARD-CP-350] p 137 N84-24603	in the context of active control technology p 118 N84-10084	Rec entitlevelopments in store separation and grid survi- techniques using the ARA Two-Sting Rig
Digital fault-tolerant flight actuation systems	Mathematical modelling and theoretical methods for the	p 36 N84-235
[AFWAL-83-3041] p :30 N86-20408	aerodynamic behaviour of control devices	Recent developments in the measurement
IDA (PROGRAMMING LANQUAGE) Ada status and outlook p 5 N83-22123	p 116 N84-10085	time-dependent pressures p.37 N84-236/ The influence of V/STOL on wing design and tailplai
Configuration management and the ADA programming	Dynamic effects of controls p.118 N84-10086	design p 39 N84-256;
Support environment p 6 N83-22131	Experimental methods to determine control effectiveness in wind funnels p.119 N84-10087	Flight Test Techniques
Software testing in an Ada programming environment p. 49 N85-16748	Control of advanced highler aircraft	[AGARD-CP-373] p 41 N84-343
p 49 N85-16748 Reusable software: A concept for cost reduction	g 119 N84-10089	Determination of external store drag
p 68 N85-26655	Ovect force control p 119 N84-10090	p 41 N84-343: Experimental data base for computers progra
Multi-computer fault tolerant systems using Ada	Aerodynamic characteristics of missile controls p.119 N84-10092	assessment Report of the Fluid Dynamics Panel Workii
p 129 N86-20406	Aerodynamic design for overall vehicle performance	Group 04 Addendum
Adaptation to irregulantly of rest and activity	p 20 N84-12077	[AGARD-AR-138-ADD] p 81 N85-100. Aircraft drag reduction technology p 52 N85-167.
p 208 N84-21070	Predicting aerodynamic characteristics of vortical flows on three-dimensional configurations using a	Theoretical study of boundary-layer control
Psycho-ergonomic problems presented by the	on three-dimensional configurations using a surface-singularity panel method p.77 N84-12112	p 52 N85-167
prolonged wearing of gas masks p 208 N84-21073 The Holter method in aeronautical medicine	Nonadiabatic model wall effects on transonic airfold	Experience with transonic unsteady aerodynam calculations p. 64 NAS-251
p 210 N84-21087	performance in a covopenic wind tunnel	The evaluation of ACS for helicopters: Concepts
Prediction of the space adaptation syndrome	p.34 N84-23579 Special Course on V/STOL Aerodynamics	simulation studies to preliminary design
p 215 N85-20646 Space adaptation syndrome Incidence and operational	[AGARD-R-710] p 39 N84-25625	p 121 N85-267
implications for the space transportation system program	Experimental data base for computers program	The flight control system for the Experimental Aircr Programme (EAP) demonstration aircraft
p 216 NB5-20655	assessment, Report of the Fluid Dynamics Panel Working	p 128 N85-279
The European vestibular experiments of the Spacelab 1	Group 04 Addendum [AGARD-AR-138-ADD] p 81 N85-10020	Compendum of unsteady aerodynamic measuremen
mission p 219 N85-31808 Some results of the European yestibular experiments	Pressure distribution on a swent wing arcraft in flight	addendum 1 (AGARD-R-702-ADD-11 p 82 N85-310
in the Spacelab-1 mission p 219 NR5-31809	p 81 N85-10025	{AGARD-R-702-ADD-11 p 82 N65-310 Data set 6 ZKP wing, oscillating aileron
DAPTIVE CONTROL	Improvement of Aerodynamic Performance Through Boundary Layer Control and High Lift Systems	p 82 N85-310
Adaptive flutter suppression, analysis and test p 118 N83-22219	[AGARD-CP-365] p 50 N#5-16771	Data set 9 LANN wing Pitching oscillation
Processings of the AGARD Fluid Dynamics Panel	Operational requirements versus technological	p 82 N85-310 Some considerations in propeller and suffer
Specialists Meeting on Wall Interference in Wind	Capabilities p 55 N85-16798	integration p 73 N86-111
Tunnels [AGARD-AR-190] p 130 N83-29277	Missions and vehicle concepts for modern, propelled. lighter-than-air vehicles	Test cases for inviscid flow field methods
Adaptive systems in operation p 160 N83-30872	[NASA-TM-87461] p.63 N85-25170	JAGARD-AR-211 j p 82 N86-152 Numerical solutions for three-dimensional cases. Swe
Automatic flight control modes for the AFTI/F-111	Transonic Unsteady Aerodynamics and its Aeroelastic Applications	wings p 83 N86-152
mission adaptive wing aircraft p 128 N85-27909	(AGARD-CP-374) p 63 N85-25171	Aircraft drag reduction technology A summary
A systolic array for high performance adaptive beamforming p 189 N86-28356	Analysis of transonic aerodynamic characteristics for a	P 84 N86-152 Parasitic and interference drag prediction a
ADAPTIVE FILTERS	supercritical autoil oscillating in heave, bitch and with	reduction p 84 N86-152
Adaptive protection of detection systems operating by	oscillating Itap p 64 N85-25175 A semi-empirical unsteady transonic method with	Review of SMP 1984 Symposium on Transonic Unstea
spread spectrum p 202 N84-15652 NDAPTIVE OPTICS	supersome free stream p 64 N85-25179	Aerodynamics and its Aeroelastic Applications
Adaptive compensation for almospheric turbulence	Special course on V/STOL aerodynamics An	p 144 N86-273 Recent developments in rotary-balance testing of tigh
effects on opical propagation p 171 N84-24960	assessment of European jet lift aircraft	aircraft configurations at NASA Ames Research Cente
	(AGARD-R-710-ADDENDUM) p 66 N85-25188 Low Reynolds number vehicles	p 145 N86-272
Flight and wind-tunnel correlation of boundary-layer transition on the AEDC transition cone	[AGAPD-AG-288] p.81 N65-26666	Modelling of the vortex-airfoil interaction
p 10 N83-30363	OLGA An open loop gust alleviation	p 148 N86-272 AERODYNAMIC DRAG
ERIAL RECONMAISSANCE	p 122 N85-26744 The serodynamics of controls p 123 N85-26748	Test techniques for jet effects on lighter aircraft
The impact of artificial intelligence on airborne maritime reconnaissance p. 193. NR6-28374	The aerodynamics of controls p 123 N85-26748 The aerodynamics of control p 127 N85-27901	p 36 N84-235
reconnaissance p 193 NB6-28374 LEROACOUSTICS	Compendum of unsteady aerodynamic measurements	Laminar flow control - viscous simulation p. 194 N84-337
Aerodynamics and Acoustics of Propellers	addendum 1	p 194 N84-33: Determination of external store drag
[AGARD-CP-366] p 70 N66-11147	[AGARD-R-702-ADD-1] p. 82 N85-31028 Aerodynamics and Acoustics of Propellers	p 41 N84-343
Theoretical analysis of linearized acoustics and aerodynamics of advanced supersonic propellers	[AGARD-CP-366] p 70 N86-11147	A technique to determine lift and drag polars in fligh
p 72 N86-11156	Modern propeller profiles p 71 N86-11152	p 41 N84-344 Investigations into the effects of scale a
A general theory of arbitrary motion aerodynamics using	Improvement of serodynamic performance through	compressibility on lift and drag in the RAE 5m pressure
an aeroacoustic approach p 72 N86-11157	boundary layer control and high lift systems [AGARD-AR-210] p.85 N86-20376	low-speed wind tunnel p 51 N85-167
Aeroacoustic wind tunnel measurements on propetter noise p 74 N86-11169	Special Course on Cryogenic Technology for Wind	Technical evaluation report on the FDP Symposium Flight Test Techniques
Some aeroecoustic wind tunnel measurements.	Tunnel Testing	[AGARD-AR-208] p 91 N85-211
theoretical predictions, and flight-test correlations on	(AGARD-R-722) p.132 N85-20415 Transonic aerodynamic and aeroelastic characteristics	Parastic and interference drag prediction a
subsonic arcraft propellers p 74 N86-11170	of a variable sweep wing p 144 N66-27237	reduction p 84 N86-152
Full-scale flight and model-scale wind tunnel tests on the nearfield noise characteristics of aircraft propellers	New rotary ng at RAE and experiments on HIRL.	AERODYNAMIC FORCES
	p 145 N88-27243	A self-contained captive trajectory system for blowdown wind tunnel p 36 NB4-235
D 74 N86-11172	Recent expenences of unsteady aerodynamic effects	
p 74 N86-11172 Cabin noise reduction for a new development turboprop	On sucraft Boht dynamics of high mode of awart	Now motheris of proteton sometime and a
p 74 N86-11172 Cabin noise reduction for a new development turboprop commuter excreft p 74 N86-11173	on arcraft flight dynamics at high angle of attack p 147 N86-27252	New methods of excitation, acquisition and di reduction about unsteady wind tunnel tests
p 74 N86-11172 Cabin noise reduction for a new development turboprop commuter excreft Propeter arcraft cabin vibration and noise-excitation.	on excraft flight dynamics at high angle of attack p 147 N86-27252 Unsteady aerodynamics and dynamic aircraft	reduction about unsteady wind tunnel tests p 37 N84 235
p 74 N86-11172 Cabirt noise reduction for a new development turboprop commuter excreft p 74 N86-11173	on arcraft flight dynamics at high angle of attack p 147 N86-27252	reduction about unsteady wind tunnel tests

Calculation of harmonic aerodynamic forces of aerofolis and wings from the Euler equations p 64 N85-25177	Comparison of flight and wind tunnel buffeting
and wings from the Euler equations p 64 N85-25177 Application of CFD techniques toward the validation of	measurements on the SAAB 105 aircraft p 10 NB3-30369
nonlinear aerodynamic models p 148 N86-27265	Standard dynamics model experiments with the
ERODYNAMIC INTERFERENCE	DFVLR/AVA transonic derivative balance g 145 N86-27245
Proceedings of the AGARO Fluid Dynamics Panel Specialists Meeting on Wall Interference in Wind	Recent developments in techniques for dynamic
Tunnels	simulation for the identification of stability parameters p 146 N86-27246
[AGARD-AR-190] p.130 N83-29277 Special Course on Subsonic/Transonic Aerodynamic	Dynamic nonlinear airloads. Representation and
Interference for Aircraft	measurement p 147 N86-27251
[AGARD-R-712] p 19 N84-12072	Recent experiences of unsteady aerodynamic effects on aircraft flight dynamics at high angle of attack
Subsonic/Transonic Aerodynamic Interference for Aircraft: Introductory remarks p 20 N84-12073	p 147 N86-27252
Computational methods for subsonic and transonic	Correlation of predicted and free-flight responses near departure conditions of a high incidence research model
aerodynamic design p 20 N84-12074	p 147 N86-27255
Subsonic/transonic viscous interactions p 20 N84-12075	AERODYNAMIC STALLING
Aerodynamic design for overall vehicle performance	Aspects of correlation in the identification of dynamic effects from complimentary techniques. Evolution at high
p 20 N84-12077	angles p.11 N83-30375
Application of computational procedures in aerodynamic design p 20 N84-12078	Pilot human factors in stall/spin accidents of supersonic fighter aircraft p.32 N84-15102
design p 20 N84-12078 Transonic empirical configuration design process	Numerical simulation of statling flows by an integral
p 20 N84-12079	equation method p 102 N84-16199
Aerodynamic interference: A general overview n.21 N84-12080	Dynamic stall of swept and unswept oscillating wings p 143 N86-27226
F 3	Velocity and turbulence measurements in dynamically
Transonic configuration design (fighter) p 21 N84-12082	statled boundary layers on an oscillating airfoli 0.143 N86-27228
External stores interference p 21 N64-12083	Wing profile in stalled position subject to a flow of
Interference problems in aircraft design p 21 N84-12084	alternating potential and strong vortex
Engine/airframe interference p 21 N84-12085	p 143 N86-27229 Unsteady boundary-layer separation on airfoils
Engine-airframe interference effects	performing large-amplitude oscillations: Dynamic stall
p 21 N84-12086	p 144 N86-27231 Nonlinear problems in flight dynamics involving
Two-dimensional wind tunnel wall interference (AD-A138964) p. 81 N84-20499	aerodynamic bifurcations D 146 N86-27249
Test techniques for jet effects on lighter aircraft	Experimental study of the effect of turbulence on
p 36 N84-23589	dynamic stalling p 148 N86-27264 AERODYNAMICS
Design of a wind tunnel atterbody model for the	Vortical flow management for improved configuration
development of a transonic combat aircraft p 36 N84-23591	aerodynamics: Recent experiences p 80 N84-12129
Introduction and review of some jet interference	Helicopter fatigue design guide (AD-A138963) p 90 N84-20513
phenomena relevant to V/STOL aircraft p 39 N84-25626	Jet flowfields p 40 N84-25631
On the aerodynamics of installed propellers	Notes on special flight aspects, such as STO, ski-jump and ODM p 41 N84-25637
p 71 N86-11154	Aerodynamic issues in the design of high-lift systems
AERODYNAMIC LOADS Flutter investigations in the transonic flow regime for a	for transport aircraft p 52 N85-16780
fighter type aircraft p 117 N83-22217	Three-Dimensional Boundary Layers [AGARD-R-719] p 194 N85-25784
Technical evaluation report on the Fluid Dynamics Panel Specialists' Meeting on Prediction of Aerodynamic Loads	A perspective on superaugmented flight control
on Rotorcraft	advantages and problems p. 121 N85-26733 Helicopter agromechanics. Introduction and historical
[AGARD-AR-189] p 75 N83-25682	review p 69 N85-28914
Comparison of flight loads measurements results and prediction for Tornado p 12 N83-30378	Compendum of unsteady aerodynamic measurements.
Flight test techniques used for proof of structural integrity	addendum 1 AGARD-R-702-ADD-1 p 82 N85-31028
of Tornado when carrying external stores p 43 N84-34413	Data set 8 ZKP wing, oscillating alleron
Operational loads measurement. A philosophy and its	p 82 N85-31029 Data set 9 LANN wing Pitching oscillation
implementation p 44 N85-15665	p 82 N85-31030
Navy operational loads data sources and systems p 45 N85-15668	
	Unsteady Aerodynamics-Fundamentals and
Operational loads data evaluation for individual aircraft	Unsteady Aerodynamics Fundamentals and Applications to Aircraft Dynamics
fatigue monitoring p 45 N85-15669	Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics [AGARD-CP-386] p 1.43 N86-27224 Nonlinear problems in tlight dynamics involving
tatigue monitoring p 45 N85-15669 Structural flight load measurement demonstration of structural integrity p 45 N85-15670	Unsteady Aerodynamics-Fundamentals and Applications to Aircraft Dynamics p. 143 N86-27224 Nonlinear problems in tlight dynamics involving aerodynamic byfurcations p. 146 N86-27249
fatigue monitoring p. 45 N85-15669 Structural flight load measurement demonstration of structural integrity p. 45 N85-15670 Aercelastic analysis and the identification of flight loads	Unsteady Aerodynamics Fundamentals and Applications to Aerotart Dynamics [AGARD-CP-386] p. 143 N86-27224 Nonlinear problems in light dynamics involving aerodynamic biturcations p. 146 N86-27249 AEROELASTICITY Recent Transportic Flutter Investigation for Wings, and
tatigue monitoring p 45 N85-15699 Structural integrity p 45 N85-15690 structural integrity p 45 N85-15670 Aeroelastic analysis and the identification of flight loads Warage 2000 arcraft p 46 N85-15679 Keeping up with operational loads in the French Air	Unsteady Aerodynamics Fundamentals and Appications lo Aerizatt Dynamics p 143 N86-27224 Nonlinear problems in light dynamics involving aerodynamic bifurcations p 146 N86-27249 AEROELASTICITY Recent Transpric Flutter Investigation for Wings and External Stores
tabuse monitoring p. 45. N85-15699 Structural integrity Aeroelastic analysis and the identification of flight loads. Aeroelastic analysis and the identification of flight loads. Marage 200 aerotati p. 46. N85-15679 Keeping up with operational loads in the French Air Force Defining new equipment p. 47. N85-15681	Unsteady Aerodynamics Fundamentals and Applications to Aeroraft Dynamics AGARD-CP-386 p. 143 N86-27224 Nonlinear problems in tight dynamics involving aerodynamic biturcations p.146 N86-2724 AEROELASTICITY Recent Transpoinc Flutter Investigation for Wings and External Stores p. 117 N83-22215 AD-AL28162 p. 117 N83-22215
tatgue montoring Structural hight load measurement demonstration of structural integrity Aeroelastic analysis and the identification of hight loads: Merage 2000 arcraft Keeping up with operational loads in the French Ar Force Defining new equipment Application of AFTI/F 16 last-tajorde control modes in	Unsteady Aerodynamics Fundamentals and Appications to Aerzard Dynamics 143 N86-27224 Nonlinear problems in Hight dynamics rivolving seriodynamic brutications p.146 N86-2724 AEROELASTICITY Recent Transonic Flutter Investigation for Wings and External Stores p.177 N83-22215 Flutter p.177 N83-22215
tatgue montoring p. 45. N85-15689. Structural hight load measurement demonstration of structural integrity. Aeroelastic analysis and the identification of hight loads. Mirage 2000 aircraft p. 46. N85-15679. Keeping up with operational loads in the French Arr. Force Defining new equipment p. 47. N85-15681. Application of AFTI/F-16 lists-tailorde control modes in advanced multirole highters. Some fillow that it results with redundant diostal fillohir dortal flight.	Unsteady Aerodynamics Fundamentals and Appications lo Aerizatt Dynamics p143 N86-27224 Nonlinear problems in Hight dynamics rivolving aerodynamic bifurcations p146 N86-27249 AEROELASTICITY Recent Transpric Flutter Investigation for Wings and Esternal Stores p177 N83-22215 p177 N83-22215 Flutter and steady/unsteady eerodynamic characteristics of supercritical and conventional transport wings
tabgue monitoring Structural flight load measurement demonstration of structural integrity Aeroelastic analysis and the identification of flight loads. Marage 2000 aircraft Marage 2000 aircraft Force Defining new equipment Application of AFTI/F-15 task-tailored control modes in advanced mutticely highers P121 MS-26735 Some flight test results with redundant digital flight control systems p121 MS-26735	Unsteady Aerodynamics Fundamentals and Appications lo Aerizatt Dynamics p 143 N86-27224 Nonlinear problems in light dynamics rivolving aerodynamic bifurcations p 146 N86-27249 AEROELASTICITY Recent Transpinc Flutter Investigation for Wings and External Stores p 117 N83-22215 p 117 N83-2215 p 117 N83-22215 p 117 N83-2215 p 1
tatgue montoring p. 45. N85-15689. Structural hight load measurement demonstration of structural integrity. Aeroelastic analysis and the identification of hight loads. Mirage 2000 aircraft p. 46. N85-15679. Keeping up with operational loads in the French Arr. Force Defining new equipment p. 47. N85-15681. Application of AFTI/F-16 lists-tailorde control modes in advanced multirole highters. Some flight test results with redundant digital flight control systems. On the servicinary of installed propellers.	Unsteady Aerodynamics Fundamentals and Appications (p. 4rcraft Dynamics p. 143 N86-27224 Nonlinear problems in Hight dynamics revolving aerodynamic bifurcations p. 146 N86-27249 AEROELASTICSTY Recent Transonic Flutter Investigation for Wings, and External Stores p. 117 N80-22215 Flutter and steady/unsteady p. 117 N80-32216 Dynamic Structural aeroelastic stability testing of the XV-15 litt folly research acroat p. 12 N80-30376 Real-time Butter analysis of an acrotte futter-suppressions of an acrost futter-suppressions.
tatgue montoring p. 45. N85-15689. Structural hight load measurement demonstration of structural integrity. Aeroelastic analysis and the identification of hight loads. Mirage 2000 aircraft p. 46. N85-15679. Keeping up with operational loads in the French Arr. Force Defining new equipment p. 47. N85-15681. Application of AFTI/F-16 last-tailorde control modes in advanced multirole highters. Some flight test results with redundant digital flight control systems. On the aerodynamics of installed propellers. P.71. N86-11154. Review of SMP 1984 Symposium on Traisonice Unsteady.	Unsteady Aerodynamics Fundamentals and Appications to Aercart Dynamics p.143 N86-27224 Nonlinear problems in light dynamics involving aerodynamic bifurcations p.146 N86-27249 AEROCLASTICITY Recent Transpinc Flutter Investigation for Wings and External Stores j. p. 117 N80-2215 Flutter and steady/unsteady eerodynamic characteristics of supercritical and conventional transport processing the property of the XV-15 till rofly research arcraft p.12 N80-30376 Real-time flutter analysis of an active flutter suppression system on a remotely protect research arcraft p.12 N80-30380 p. 18 N80-3080 p. 18
tatgue monitoring Structural flight load measurement demonstration of structural integrity Aeroelastic analysis and the identification of flight loads. Warage 2000 arcraft Keeping up with operational loads in the French Air Frence Defining new equipment Application of AFTI/F 15 last-tailored control modes in advanced multirole highers Some flight test results with redundant digital flight control systems On the aerodynamics of installed propellers On the aerodynamics of installed propellers P 17 N86-1154 Review of SMP 1984 Symposum on Transcinc Unsteady Aerodynamics and the Aerodesistic Applications.	Unsteady Aerodynamics Fundamentals and Appications to Aerotal Dynamics p.133 N86-2724 Nonlinear problems in tlight dynamics involving aerodynamic bifurcations p.146 N86-27249 AEROELASTICITY Recent Transpinc Flutter Investigation for Wings and External Stores p.117 N83-22216 p.117 N83-22216 p.117 N83-22216 p.117 N83-22216 p.117 N83-22216 p.117 N83-22216 p.117 N83-2218 p.117 N83-2318 p.117
tatigue monitoring Structural flight load measurement demonstration of structural integrity Aeroelastic analysis and the identification of flight loads. Warage 2000 arcraft Keeping us with operational loads in the French Air Frence Defining new equipment Application of AFTI/F 15 last-tailored control modes in advanced multilore highers Some flight test results with redunded upday flight control systems On the aerodynamics of installed propellers On the aerodynamics of installed propellers P17 N85-1573 Review of SMP 1984 Symposum on Transcinc Unsteady Aerodynamics and its Aerodesistic Application socialising in 14 N86-27236 Unsteady airosed computations for aerod societating in 15 of since 15 of the 15 of t	Unsteady Aerodynamics Fundamentals and Appications to Aercard Dynamics AGARD-CP-3861 p. 143 N86-27224 Nonlinear problems in light dynamics involving aerodynamic bifurcations p. 146 N86-27249 AEROGELASTICISTY Recent Transpinc Flutter investigation for Wings and External Stores JAD-A128162 p. 117 N83-2215 Flutter and steady/unsteady aerodynamic characteristics of superiorized and conventional transport large. Dynamic Structural aerodelastic stability testing of the XV-15 litt folior research acrost p. 127 N83-2215 Seal-time flutter analysis of an activity flutter of the XV-15 litt folior research acrost p. 127 N83-3235 Xeal-time flutter analysis of an activity flutter research processing system on a remotely plotted research p. 127 N83-3235 Xeardelastic Considerations in the Preliminary Design of Acrostal.
tatgue montoring \$Tructural hitegority \$A	Unsteady Aerodynamics Fundamentals and Appications to Aercraft Dynamics AGARD-CP-3861 p. 143 N86-27224 Nonlinear problems in light dynamics involving aerodynamic bifurcations p. 146 N86-27249 AEROGELASTICISTY Recent Transionic Flutter investigation for Wings and External Stores JaD-A128162 p. p. 117 N83-2215 Flutter and sleady/unsteady aerodynamic characteristics of superiorized and conventional transport lawns of the superiorized area of the stores of the superiorized and conventional transport lawns of the superiorized area of the superiorized and conventional transport lawns of the superiorized and conventional transport lawns of the superiorized and conventional transport lawns of the superiorized and superiorized and superiorized according to the s
tatgue montoring p. 45. N85-15689 Structural hitegory Aeroelastic analysis and the identification of flight loads. Aeroelastic analysis and the identification of flight loads. Mirage 2000 aircraft p. 46. N85-15679 Keeping up with operational loads in the French Air Force Defining new equipment p. 47. N85-15681 Application of AFTI/F-16 last-taliored control modes in advanced multirole highliers. Some flight test results with redundant digital flight control systems p. 12. N85-26735 Some flight test results with redundant digital flight control systems p. 12. N85-26739 On the aerodynamics of installed propellers. Aerodynamics and its Aeroelastic Applications. p. 144. N86-27236 Unsteady airload computations for airloi oscillating in affached and separated compressible flow. Linsteady aerodynamics apolications.	Unsteady Aerodynamics Fundamentals and Appications lo Aercatt Organics p 143 N86-27224 Nonlinear problems in tight dynamics involving aerodynamic bifurcations p 146 N86-27249 National Problems p 146 N86-27249 National Problems p 146 N86-27249 National Problems p 147 N83-2215 p 177 N
tatgue monitoring Structural hight load measurement demonstration of structural nitegrity Aeroelastic analysis and the identification of flight loads Warage 2000 aircraft Keeping up with operational loads in the French Air Force Defining new equipment Application of AFTI/F-15 last-tailorde control modes in Application of AFTI/F-15 last-tailorde control modes in advanced multirole lighters p 12 N85-26735 Some flight test results with redundant digital flight control systems p 12 N85-26739 On the aerodynamics of installed propellers Aerodynamics and its Aeroelastic Applications Linsteady airload computations for airlo societating in affaiched and separated compressible flow p 145 N86-27236 Unsteady airload computations for airlo societating in affaiched and separated compressible flow p 145 N86-27238 Unsteady serodynamics application to hetecopter noise and vibration sources p 15 N86-272738	Unsteady Aerodynamics Fundamentals and Appications is parted to Promains AGARD-CP-3861 p.143 N86-27224 Nonlinear problems in tight dynamics involving aerodynamic bifurcations p.146 N86-27249 REFOELASTICITY Recent Transpinc Flutter Investigation for Wings and Esternal Stores p.117 N83-22215 ALA-128162 p.117 N83-22215 p.117 N83-22215 Futter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p.117 N83-22215 Dynamic structural aeroelastic stability testing of the XV-15 till follow research aeroral p.12 N83-30376 Real-time flutter analysis of an active flutter suppression system on a remotely piloted research aeroral p.12 N83-30396 Aeroelastic Considerations in the Preliminary Design of Aeroel
latigue monitoring Structural hight load measurement demonstration of structural highty load measurement demonstration of structural highty h	Unsteady Aerodynamics Fundamentals and Appications to Javarrati Dynamics AGARD-CP-386 p. 143 N86-27224 Nonlinear problems in light dynamics involving aerodynamic bifurcations p. 143 N86-27294 ARROCLASTICITY Recent Transpinc Flutter Investigation for Wings and External Stores JaD-A128162 p. 117 N83-22215 Flutter and steady/unsteady eerodynamic characteristics of supercrincal and conventional transport large. P. 117 N83-22315 Dynamic Structural aeroelastic stability testing of the XV15 till rotor research acrost p. 12 N83-30376 Real-time hyter analysis of an acrost flutter suppression system on a remotely indiced research arranary Design of Acrostias P. 14 N84-11116 Prelimmany Aeroelastic Design of Structures (PADS) methods development and application p. 14 N84-11111 Aeroelastic Lationing of high-aspect-ratio composite wings in the transport centure.
Istague montoring Structural hitegority Aeroelastic analysis and the identification of flight loads Merage 2000 arcraft Keeping up with operational loads in the French Arr Force Defining new equipment Application of AFTI/F 16 last-tailored control modes in Applications Some flight test results with redundant digital flight control systems p 122 N85-26739 On the aerodynamics of installed propellers P17 N86-11154 Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p 144 N86-27236 Unsteady aerodynamics application to Petecopter nose and whethor sources p 145 N86-27241 Standard dynamics model experiments with the DFVLR/AVA transportic derivative balance p 145 N86-27245	Unsteady Aerodynamics Fundamentals and Appications (p. Aerodynamics I p. 143 - 1886-27224 Nonlinear problems in tight dynamics involving aerodynamic bifurcations in tight dynamics involving aerodynamic bifurcations p. 146 - 1886-27249 AEROELASTICITY Recent Transpiric Flutter Investigation for Wings and Esternal Stores p. 117 - 1883-22215 [AD-A128162] p. 117 - 1883-22215 [AD-A128162] p. 117 - 1883-22215 [AD-A128162] p. 117 - 1883-22315 [AD-A128162] p. 117 - 1883-23215 [AD-A128162] p. 118 - 1883-23215 [AD-A128162] p. 12 - 1883-33380 [AD-A128162] p. 12 - 1883-33380 [AD-A128162] p. 14 - 1884-11115 [AD-A128162] p. 15 - 1884-1115 [AD-A128162] p. 15 - 1884-11115 [AD-A128162] p. 15 - 1884-1115 [AD-A128162] p. 1884-1115 [AD-A128162] p
latigue monitoring Structural hight load measurement demonstration of structural hight load measurement demonstration of structural highty Aeroelastic analysis and the identification of flight loads: Warage 2000 arcraft Keeping up with operational loads in the French Air Force Defining new equipment Application of AFTI/F 15 last-tailorde control modes in advanced multirole highiers Some flight test results with redundant digital flight control systems On the serodynamics of installed propellers P1 1 N85-26739 On the serodynamics of installed propellers Aerodynamics and its Aeroelastic Applications Aerodynamics and hardenistic Applications Aerodynamics and the Aeroelastic Applications Unsteedy serodynamics application for artifol describing in attached and separated compressable flow p145 N86-27238 Unsteedy serodynamics application to heticopter noise and whaten sources p145 N86-27238 Unsteedy serodynamics application to heticopter noise and whaten sources p145 N86-27238 Unsteedy the following the first operation of the first operation operation of the first operation	Unsteady Aerodynamics Fundamentals and Appications io Javarrati Dynamics 143 N86-27274 Nonlinear problems in Hight dynamics involving aerodynamic bifurcations 146 N86-27249 REROELASTICITY Recent Transpric Flutter Investigation for Wings and External Stores 140 A128162 p. 117 N83-22215 JULY 140 A128162 p. 117 N83-22215 Futter and steady/unsteady eerodynamic characteristics of supercritical and conventional transport wings p. 117 N83-22215 Dynamic structural aeroelastic stability testing of the XVI-15 til tofay research arcraft p. 12 N83-3036 Real-time flutter analysis of an active flutter-suppression system on a remotely piloted research arcraft p. 12 N83-30380 Aeroelastic Considerations in the Preliminary Design of Arcraft IAGARD-CP-354 p. 14 N84-11115 Preliminary Aeroelastic Design of Structures (PADS) methods development and application p. 14 N84-11116 Parellastic tailoring of high-aspect-ratio composite wings in the transport eighter control states p. 15 N84-11119 Aeroelastic tailoring of high-aspect-ratio composite wings in the transport at the project stage p. 15 N84-11119
latigue monitoring Structural hight load measurement demonstration of structural hight load measurement demonstration of structural highty of the property of	Unsteady Aerodynamics Fundamentals and Appications to Aerotal Prinamics 143ARD-CP-386 143 N86-27224 145 N86-27224 145 N86-27224 145 N86-27224 145 N86-27249 145 N86-17249 145 N86-27249 145 N86-17249 145
tatgue monitoring Structural flight load measurement demonstration of structural integrity Aeroelastic analysis and the identification of flight loads. Mirage 2000 aircraft Respiring up with operational loads in the French Air French Air French Carbinage and Application of AFTIFF 15 last-tailoride control modes in the french Air French Air Core Defining new equipment Application of AFTIFF 15 last-tailoride control modes and price to the french Air Core Defining new equipment Application of AFTIFF 15 last-tailoride control modes are control systems of AFTIFF 15 last-tailoride control systems and the Area of AFTIFF 15 last-tailoride control systems and the Area of AFTIFF 15 last-tailoride control APTIFF 15 last-tailoride control application of AFTIFF 15 last-tailoride control	Unsteady Aerodynamics Fundamentals and Appications to Aerostal Dynamics AGARD-CP-3861 p. 143 - N86-27224 Nonlinear problems in light dynamics involving aerodynamic bifurcations
tatgue montoring Structural hight load measurement demonstration of structural nitegrity Aeroelastic analysis and the identification of flight loads. Mirage 2000 arcraft Respiring us with operational loads in the French Air French Arroll Application of AFTIFF 15 last-tailored control modes in Application of AFTIFF 15 last-tailored control modes are provided in the provided in t	Unsteady Aerodynamics Fundamentals and Appications to Aerotal Organics p.13, 186-2724 Nonlinear problems in tight dynamics involving aerodynamic bifurcations p.146, 186-27249 AEROELASTICITY Recent Transpinc Flutter Investigation for Wings and External Stores p.117, 189-22215 IAD-A128162 p. p.117, 189-22215 Futter and steady/unsteady eerodynamic characteristics of supercritical and conventional transport wings p.117, 189-32218 Dynamic structural aeroelastic stability testing of the XV-15 till rolog research arcraft p.12, 189-30376 Real-time flutter analysis of an active flutter suppression system on a remotely plotted research acraft p.12, 189-30380 Aeroelastic Considerations in the Preliminary Design of Acraft IAGARD-CP-354 p. p.14, 184-11116 Preliminary Aeroelastic Design of Structures (PADS) methods development and application p.14, 184-11116 Paroelastic lailoring of high aspect-rable composite wings in the Iranspork regime p.15, 184-11121 Aeroelastic lailoring of high aspect-rable composite wings in the Iranspork regime p.15, 184-11121 Influence of inan design parameters on thater behavior for aeroaft configurations with heavy concentrated masses p.15, 184-1-122 Influence of inan design parameters on flutter behavior for aeroaft configurations p.15, 184-1-122 Influence of inan design parameters on flutter behavior for aeroaft configurations p.15, 184-1-122 Influence of inan design parameters on flutter behavior for aeroaft configurations p.15, 184-1-122 Influence of inan design parameters on fluence of the present p.15, 184-1-122 Influence of inan design parameters on fluence of the present p.15, 184-1-122 Influence of inan design parameters on fluence of the present p.15, 184-1-122 Influence of inan design parameters on fluence of the p.15, 184-1-124 Influence of inan design parameters on the present p.15, 184-1-124 Influence of inan design parameters on the present p.15, 184-1-124 Influence of inan design parameters o
latigue monitoring Structural hight load measurement demonstration of structural hight load measurement demonstration of structural highty load measurement demonstration of structural highty load of the structural high load of the structural highty load of the structural high	Unsteady Aerodynamics Fundamentals and Appications to Aerost Dynamics AGARD-CP-3861 p. 143 N86-27224 Nonlinear problems in light dynamics involving aerodynamic bifurcations
Isague montoring Structural hight load measurement demonstration of structural nitegrity Aeroelastic analysis and the identification of flight loads. Warage 2000 arcraft Keeping up with operational loads in the French Arr Force Defining new equipment Application of AFTIF 16 Isast-tailored control modes in advanced multirole highers Some first the test results with received 185-26735 Con the aerodynamics of installed propellers P12 NS-26735 On the aerodynamics of installed propellers P21 NS-26736 NS-26739 On the aerodynamics of installed propellers P21 NS-26736 Unsteady aerosed computations for airol oscillating in affached and separated compressible flow p14 N86-27236 Unsteady aerodynamics application to heticopter noise and whatenon sources P14 N86-27238 Unsteady dynamics application to heticopter noise and whatenon sources P14 N86-27238 Unsteady dynamics application to heticopter noise and whatenon sources P14 N86-27238 Unsteady dynamics application to heticopter noise and whatenon sources P14 N86-27238 Unsteady dynamics application to heticopter noise and whatenon sources P14 N86-27238 Continued the properties of the proper	Unsteady Aerodynamics Fundamentals and Appications to Aerodynamics p. 143 - N86-27224 Nonlinear problems in light dynamics involving aerodynamic bifurcations p. 143 - N86-27234 REFOELASTICITY Recent Transonic Flutter Investigation for Wings and External Stores j. 17 - N83-2215 Internal Stores j. 17 - N83-2215 J. 17 - N83-2215 p. 117 - N83-2215 Futter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport large. j. 17 - N83-2215 Dynamic Structural aeroelastic stability festing of the XV-15 till rotor research acrost p. 12 - N83-30380 Aeroelastic Considerations in the Pretininary Design of Acrost j. 18 - N84-11115 Pretininary Aeroelastic Design of Structures (PADS) methods development and application j. 14 - N84-11116 Pretininary Aeroelastic Design of Structures (PADS) methods development and application j. 14 - N84-11116 Pretininary Aeroelastic Design of Structures (PADS) methods development and application j. 14 - N84-11116 Pretininary Aeroelastic Design of Structures (PADS) methods development and application j. 18 - N84-11119 Aeroelastic Lationing of high-aspect-ratio composite wings in the transport at the project stage j. 5 - N84-1112 Influence of man design parameters on flutter behavior for acrost in the pretininary design of the pretining of the project stage j. 5 - N84-1122 Influence of man design parameters on flutter behavior for acrost in the pretining of the pretining of the project stage j. 5 - N84-1122 Influence of man design parameters on flutter behavior for acrost first configurations with heavy concentrated masses j. 5 - N84-1122 Aeroelastic design considerations in turboppor powerplant installations j. 5 - N84-1123
Isague montoring Structural hight load measurement demonstration of structural nitegrity Aeroelastic analysis and the identification of flight loads. Warage 2000 arcraft Keeping up with operational loads in the French Arr Force Defining new equipment Application of AFTIF 16 Isast-tailored control modes in advanced multilote highers Some flight test results with reduced. On the aerodynamics of installed propellers On the aerodynamics of installed propellers Aerodynamics and its Aeroelastic Applications (186-115-8) Aerodynamics and the Aeroelastic Applications Unsteady aeroed computations for airol oscillating in affacthed and separated compressible flow p. 145. N86-27236 Unsteady aerodynamics application to heteropter noise and whaten sources Standard dynamics application to heteropter noise and whaten sources Dynamic nonlinear arrivads. Representation and measurement Modelling of the vortex-aerol interaction. Modelling of the vortex-aerol interaction. P. 148. N86-27282 AEROQYNAMIC STABILITY Experimental investigations of transport aircraft low	Unsteady Aerodynamics Fundamentals and Appications to Aeroard Dynamics p.133 N86-2724 Nonlinear problems in light dynamics independent problems in light dynamics independent of the problems in light dynamics and External Stores p.117 N83-2215 p.117 N83-2215 p.117 N83-2216 p.117 N83-2216 p.117 N83-2216 p.117 N83-2216 p.117 N83-2218 p.117 N83-
latigue monitoring Structural hight load measurement demonstration of structural hight load measurement demonstration of structural integrity Aeroelastic analysis and the identification of flight loads: Wirage 2000 aircraft Keeping up with operational loads in the French Air Force Defining new equipment Application of AFTI/F-15 last-tailorde control modes in advanced multirole highiers Some flight test results with redundant digital flight control systems p. 12: N85-26735 On the serodynamics of installed propelers Aerodynamics and a Aeroelastic Applications (1): N85-26739 On the serodynamics of installed propelers Aerodynamics and a Aeroelastic Applications (1): N85-2736 Unsteady airolad computations for airoli oscillating in alfached and separated computations for airoli oscillating in alfached and separated compressible flow. N86-27236 Unsteady serodynamics application to heticopter noise and vibration sources Standard dynamics derivative belance (2): N86-27245 Dynamic nonhinesi aeroeds. Representation and measurement p. 145 Modelling of the vortex seriod interaction Modelling of the vortex seriod interaction (2): N86-27262 AEROGYNAMIC STABILITY AEROGYNAMIC STABILITY	Unsteady Aerodynamics Fundamentals and Appications to Aerodynamics p. 143 - N86-27224 Nonlinear problems in light dynamics involving aerodynamic bifurcations p. 143 - N86-27234 REFOELASTICITY Recent Transonic Flutter Investigation for Wings and External Stores j. 17 - N83-2215 Internal Stores j. 17 - N83-2215 J. 17 - N83-2215 p. 117 - N83-2215 Futter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport large. j. 17 - N83-2215 Dynamic Structural aeroelastic stability festing of the XV-15 till rotor research acrost p. 12 - N83-30380 Aeroelastic Considerations in the Pretininary Design of Acrost j. 18 - N84-11115 Pretininary Aeroelastic Design of Structures (PADS) methods development and application j. 14 - N84-11116 Pretininary Aeroelastic Design of Structures (PADS) methods development and application j. 14 - N84-11116 Pretininary Aeroelastic Design of Structures (PADS) methods development and application j. 14 - N84-11116 Pretininary Aeroelastic Design of Structures (PADS) methods development and application j. 18 - N84-11119 Aeroelastic Lationing of high-aspect-ratio composite wings in the transport at the project stage j. 5 - N84-1112 Influence of man design parameters on flutter behavior for acrost in the pretininary design of the pretining of the project stage j. 5 - N84-1122 Influence of man design parameters on flutter behavior for acrost in the pretining of the pretining of the project stage j. 5 - N84-1122 Influence of man design parameters on flutter behavior for acrost first configurations with heavy concentrated masses j. 5 - N84-1122 Aeroelastic design considerations in turboppor powerplant installations j. 5 - N84-1123

```
Aeroelastic considerations in the design of high speed rotors

Estimated analysis of the aeroelastic behavior of tail rotors

Estimated analysis of the aeroelastic behavior of tail rotors

p. 16 N84-11129
The role of aeroelasticity in the preliminary design of helicopter rotors

Aeroelasticity and optimization at the design stage
p. 16 N84-11130
Aeroelasticity and optimization at the design stage
p. 16 N84-11131

Aeroelastic considerations in preliminary design of a military combat aerorati
preliminary design of aerotal using structural optimization methods

J. 17 N84-11132
Preliminary design of aerotal using structural optimization program for complete aerofatt structural design

A flutter optimization program for complete aerofat structural design

Aeroelastic analysis and the dentification of flight loads

Margae 2000 aerorat

Transpoic Unsteady Aerodynamics and its Aeroelastic Applications

[AGARD-CP-324]

p. 63 N85-5579

Experience with transpoinc unsteady aerodynamic
              Applications (AGARD-CP-374) p. 63 N85-25171
Experience with transonic unsteady, aerodynamic calculations p. 64 N85-25176
Computation of unsteady transonic flows about two-dimensional and three-dimensional AGARD standard configurations p. 65 N85-25183
Calculation of unsteady transonic flow stround a high swept wing p. 65 N85-25183
The development of unsteady transonic. 3D full potential code and its aeroelastic applications p. 65 N85-25183
Helicopter Aeromechanics [AGARD-LS-139] p. 69 N85-28913
Recent developments in the dynamics of advanced rolor systems p. 77 N85-28187
Summary of recent NASA propeller research p. 72 N85-11158
Transonic unsteady aerodynamics and its aeroelastic applications [AGARD-CP-374-ADD-1] p. 85 N86-19299
Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p. 14 N86-27236
Transonic aerodynamic and aeroelastic characteristics.
                     D 144 N86-27230
Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p.144 N86-27230
Unsteady artioad computations for airoid oscillativ in attached and separated compressible flow p.145 N86-27234
              AERONAUTICAL ENGINEERING
Manufacturing developments to reduce strategic materials usage policy on large-scale computing
       Report of the money grown in aeronautics | AGARD-AR-209| p.231 N84.34177 AEROMAUTICS | Design, development and flight test of a demonstration advanced avonics system p.27 N84.15067 Large scale computing in aeronautical design p.91 N85.10043
   Large scale computing in aerohavitical design p.9.1 M85-10043

AEROSOLS
Satelitie measurements of marine aerosols p.206 M84-15671
The effects of meteorology on marine aerosol and optical and in propagation p. 169 M84-24950
AEROSPACE EMBINEERING
Use of Scentific and Technical Information in the NATO Use of Scentific and Technical Information in the NATO Organizational Structure and operation of defence and aerospace information centers in the Federal Republic of Germany
Organizational structure and operation of defence and aerospace information centers in the United States of America and P.240 M83-31532 Guides to aerospace information centers in the United States of America.

P.240 M83-31532 Guides to aerospace research and development in NATO countries. Béliography
JAGARD-R.7181
                            NATO countries Bellography
[AGARD A 718] p 244 N84 22509
Acrospatale's experimentations of vectorization on supercomputers for acraft structural problems p 90 N85-10041
Impact of new computing systems on computational mechanics and flight-vehicle structures technology p 91 N85-10042
Large scale computing in aeronalutical designs p 91 N85-10042
Large scale computing in aeronalutical designs p 91 N85-10043
Large scale computing in aeronautical design p. 91. N85-10043.

AEROSPACE ENVIRONMENTS
Space environmental affects on materials p. 136. N83-30485.
Electrostatic descharging behaniour of Nation and other delectric materials in a simulated space environment. p. 136. N83-30487.

Effects of long duration exposure of simulated space environment on nominetallic materials properties environment on nominetallic materials properties. p. 23-2489.

Evaluation of Results of Space Experiments in Physiology and Medicine and Informati Briefings by the F. 16. Medical Working Group p. 218. N85-31806.

Three-dimensional bilanticocardiography in exceptional p. 220. N85-31818.
```

d defence/aerospace p 240 NB3-31540

Advantages gained by the government from a	AEROSPACE SYSTEMS	Models and and a second
coordination of defense-aerospace information	Guides to aerospace research and development in	Workload of personnel engaged in air defence p 209 N84-2107
9 240 N83-31541 Guides to aerospace research and development in	NATO countries Bibliography	Advanced lechnology for SAM systems analysis
NATO countries Bibliography	[AGARD-R-718] p 244 N84-22509	ynthesis and simulation p 141 NB4-3124
AGARD-R-7181 0 244 NR4-22500	Space System Applications to Tactical Operations [AGARD-CP-344] p. 231 N85-20751	Missile system for low altitude air detence
Factors affecting the supply of strategic raw materials		AIR FLOW P 142 N84-3125
mini particular reference to the aerospace manufacturing	Tactical operations and space applications p 231 N85-20752	
Industry p 149 N84-33467 Management of Corrosion	p 231 N85-20752 AEROSPACE TECHNOLOGY TRANSFER	Aero/thermodynamic and acoustic considerations in the design of test-beds for turbojets and turbolans.
AGARD-LS-1411 p 156 N85-33238	Modern Display Technologies for Airborne	p 131 N84-2572
Corrosion management strategies for aircraft and related	Applications	AIR INTAKES
5ystems n 156 N85,3323q	[AD-A129876] p 96 N83-30414	Ground based testing without wind tunnels
Theoretical aspects of corrosion and practical	Advantages gained by the government from a	p 40 N84-2563
implications for aircraft and related systems	coordination of defense-aerospace information	interest of internal bleed for a two-dimensional air intak
p 156 N85-33240	p 240 N83-31541	operating in a wide Mach number range (1 8-3 plus)
Environmental factors in corrosion and deterioration of	AEROTHERMODYNAMICS	AIR JETS p 54 N85-1679
AEROSPACE MEDICINE p 157 N85-33241	Aerothermodynamic flight envelope expansion for a manned lifting reentry vehicle (space shuttle)	New TPS calibration bench, and ejector tests win
Sustained Intensive Air Operations, Physiological and	p 9 N83-30359	(Unnel turbines and nowered models to 36 May 2250
Performance Aspects	Operational and Performance Measurement on Engines	Theory and experimental study of a 3.0 set introduce
[AGARD-CP-338] p 207 N84-21062	in Sea Level Test hacilities	willo the secondary flow of a furbine inlet guide vane
Thermal constraints in a helicopter during long duration	[AGARD-LS-132] p 130 N84-25723	AIR LAND INTERACTIONS p 116 N86-2986
flights under extreme climatic conditions	Aero/thermodynamic and acoustic considerations in the	Numerical modeling techniques for half-space (ground
p 209 N84-21078 Non-invasive methods of cardiovascular exploration in	design of test-beds for turbojets and turbotans	
aerospace medicine	p 131 N84-25725	AIH HAVIGATION
AGARD-AG-277(E) n 210 NR4-21082	AFTERBODIES	Advances in Guidance and Control Systems
Main electrocardiographic abnormalities in the medical	Lessons from Tornado afterbody development p 10 N83-30366	AD-A125687 p.1 N83-2209
	Test techniques for jet effects on lighter aircraft	image supported navigation in low altitudes based of
Ventricular pre-excitation syndromes	p 36 N84-23589	the detection of roads and rivers p.2 N83-2209 Advanced design and performance optimizatio
p 210 N84-21084	Design of a wind tunnel afterbody model for the	techniques utilized to develop the F-11
Continuous ECG monitoring by the Hotter method p 210 N84-21086	development of a transonic combat aircraft	Weapons/Navigation Computer (WNC)
The Holter method in aeronautical medicine	p 36 N84-23591	p 2 NB3-2210
n 210 N84.21087	Transonic nozzle-afterbody flow field measurements	Design of a software maintenance facility for the RAF
Contribution of standard X-ray to cardiovascular	using a laser Doppler velocimeter p 36 N84-23592	P 8 N83 2215
exploration during the clinical examination of flying	AGING (MATERIALS)	Methods for developing the ravigation and weapo- systems of the Mirage 2000 p.27 N84-1506
	Determination of the decomposition behavior of double base propellants at low temperatures	systems of the Mirage 2000 p.27 N84:1506 Terrain following without use of forward looking
Value of the lower body negative pressure test in aerospace medicine p 211 N84-21096	p 61 1:285-17045	sensors n.69 NR5.2666
Aermedical Support in Military Helicopter Operations	AGRICULTURE	Low cost two gimbal inertial platform and its system
AGARD-LS-134 D 212 N84-26270	Radar and infrared remote sensing of terrain, water	integration on 60 NRS been
Aeromedical support in military helicopter operations	resources, arctic sea ice, and agriculture	A cost-effective night attack system for ground attack
n 212 NA4.26280	AILERONS p 202 N84-15651	D 88 N86,2631
Stressful mission profiles, part 1 p 212 N84-26281		A mission navigation and control system for modern military helicopters p.90 N86-2632
Stressful mission profiles, part 2. Workload and fatigue p 2 2 N84-26282	Compendum of unsteady aerodynamic measurements, addendum t	Particular problems of airworthings from a
Visual problems in helicopter operations	[AGARD-R-702-ADD-1] p 82 N85-31028	ophthalmological view p 223 NR6.2681
p 212 N84,26283	Data set 8. ZKP wing, oscillating alleron	AIR TO AIR REFUELING
Disonentation in helicopter flight in 212 NR4-26284	p 82 N85-31029	The handling and performance trials needed to clear
Hearing loss associated with helicopter flight	AIR COOLING	an aircraft to act as a receiver during air to air refuelling
p 212 N84-26285	Cooling techniques for gas turbine airfolis. A survey	p. 42 N84.3440 Technical evaluation report on the FDP Symposium or
Thermal control problems in military helicopters p. 212 N84-26286	p 111 N86-29824 Rotating heat transfer investigations on a multi-pass	Flight Test Techniques
NA	cooling geometry p 111 N86-29825	[AGARD-AR-208] 0.91 MRS 2116
medical aspects of helicopter safety and crashworthiness p 213 N84-26287	Local and mean heat transfer on the leading and trailing	AIM TO SURFACE MISSILES
Back pain in helicopter flight operations	surfaces of a square sectioned duct rotating in the	Hypervelocity missile Based on the concept of
p 213 N84-26288	orthogonal-mode p 1 i 1 N86-29826	aircraft/missile integration for maximum firepower
Aeromedical support of helicopter medical evacuation	Pressure drop and heat transfer characteristics of	p. 18 N84-1205i F-16 Penguin anti-ship missile integration
and rescue operations p 213 N84-26289	circular and oblong low aspect ratio pin fins p.111 N86-29827	p 18 N84-1205
A survey of biodynamic test devices and methods	External heat transfer study on a HP turbine rotor	Cost-effective missile guidance through distributed
AD-A142467 p 132 N84-29894	blade p 111 N86-29828	architecture and standard processes p.69 N85,26663
Occupational Medicine Relevant to Aviation Medicine	Effects of wakes on the heat transfer in gas turbine	AIR TRAFFIC CONTROL
IAGARD-CP-3411 p 213 N84-33011	Cascades p.112 NR6-29829	Air Traffic Control in Face of Users: Demand and Economy Constraints
Review of occupational medicine relevant to aviation medicine n.213 N84.33012	The effect of density ratio on the film-cooling of a flat	[AD-A127146] p.85 N83-22177
p 2 / 3 / 1404-330 / 2	plate p 112 N86-29833 Shroud segments for unshrouded blade turbines	A UK NATS view of the air traffic management
Visual perception in systems management in aeronautics p.214 N84-33017	p 112 N86-29835	requirements in the next decade p.85 N83.22176
Motion Sickness Mechanisms, Prediction, Prevention	Engine tests on a cooled gas turbine stage	Fuel conservation and economy constraints
and treatment	p 113 NR6,29836	p.86 NB3.22179
[AGARD-CP 372] p 214 N85-20642	Heat transfer test evaluation of the shell-spar blade	The airline facing the present crisis
Susceptability to kinetoses and the amplitude perceived	cooking concept applied to industrial gas turbines	p 86 N83 22 180 Air traffic services in Portugal p 86 N83 22 182
om sensory illusions p 215 N85-20651	P 113 N86-29837 A model for correlating tial plate film cooling	Air traffic services in Portugal p 86 N83-22182 Air traffic services in Portugal Civil-military coordination
The clinical and biomedical evaluation of trauma and	A model for correlating liat plate film cooling effectiveness for rows of round holes	aspects p 86 N83-22183
fafakties associated with aircrew ejection and crash. A Working Group report	p.113 N86-29840	Overview of United States program for modernizing air
IAGARD-AR-194 p.217 N85-21969	Prediction of transient temperatures for an air-cooled	traffic control and airway facilities p 86 N83-22184
Results of Space Experiments in Physiology and	rotating disc p 113 N86-29842	Management and planning concepts
Medicine and Informal Briefings by the F-16 Medical	Effectiveness measurements for a cooling film disrupted	p 86 N83-22185 Dynamic control of inbound flights for minimum cost
Warking Group	by a single jet with wall plunging p 114 N86-29844 Alternate cooling configurations for pas furbine	operation p 86 N83-22186
[AGARD-CP-377] p 218 N85-31805	Afternate cooking configurations for gas turbine combustion systems p 114 N86-29845	Investigations on four-dimensional guidance in the
Spatial orientation in weightlessness and readaptation	Full coverage improgement heat transfer. The variation	TMA p.87 N83.22187
IO Earth's gravity p 219 N85-31811	in pitch to diameter ratio at a constant gapp	Civil avionics flight testing with the RAE(B) BAC1-11
Cardiovascular research in space Problems and	D 114 NR6.20846	p 62 N85-22354
results p 220 N85-31817	The measurement of local heat transfer coefficients in	A flight management algorithm and guidance for fuel-conservative descents in a time-based metered air
Sleep and wake physiology in weightlessness	blade cooking geometries p 114 N86-29848 Effect of film cooking on the serodynamic performance	traffic environment. Development and tlight test results
p 221 N85-31819 Medical selection and physiological training of fighter	of a turbine cascade p 116 N86-29859	p 62 NRS-22356
pilots A 1985 perspective and overview	Theory and experimental sturby of a 3.D set introduced	Wind modelling for increased aircraft operational
ρ 226 N 0 6-30312	into the secondary flow of a turbine inlet guide vane	efficiency p.68 NBS-26652
Systematic radiographic evamination of the come for	p 116 N86-29860	AIR TRAFFIC CONTROLLERS (PERSONNEL)
selection of F-16 pilots. A preliminary report	Aerodynamic effect of coolant ejection in the rear part	Attention, performance, and sustained activation in
p 227 N86-30323	of transonic rotor blades p 117 N86-29861. The boundary layer behaviour of an advanced gas	military air traffic controllers p 209 N84-21076 AIR TRANSPORTATION
Hypobanc training of flight personnel without	turbine rotor blade under the influence of simulated film	Dynamic control of inbound flights for minimum cost
compromising quality of life p 228 N86-30327	COOKING p 117 NR6-20862	operation p 86 N83.22186
······································	AIR DEFENSE	A IMPORTANT POLYMAN TO A MARKET TO A MARKE

Optical techniques for airborne displays	In-flight accuracy and coverage tests of ESM- and	The aerodynamics of aircraft control. A general survey
P 97 N83-30425 Applications P 97 N83-30426	ECM-systems p 43 N84-34412 AIRCRAFT APPROACH SPACING	in the context of active control technology p. 118 N84-10084
Advances in airborne radar. The new capabilities	Dynamic control of inbound tlights for minimum cost	Mathematical modelling and theoretical muthods for the
P 13 N63-34894	operation ρ 86 Na3-22186	aerodynamic behaviour of control devices
Critical factors and operational research in factical lighter	Investigations on four-dimensional guidance in the TMA p 87 N83-22187	p 118 N84-10085
avionic system development p. 26 N84-15062 Considerations pertinent to propagation prediction	AIRCRAFT COMMUNICATION	Dynamic effects of controls p 118 N84-10086 Experimental methods to determine control
methods applied to amorne microwave equipment	Automatic speech recognition as a cockpit interface	effectiveness in wind tunnels p 119 N84-10087
p 172 N84-24970	p 14 Na3-34899 Tactical HF communication for military helicopters using	Control of the forebody vortex orientation by asymmetric
Future requirements for airborne simulation (AGARD-AR-188) p 132 N84-32401	the NV:S mode p 56 N85-16807	as injection. Parl A. Application to enhance departure/spin- recovery of lighter aircraft and Parl B. Details of the flow
USAF approach to airborne structural data recording	EHF air-to-air communications p 173 Na5-19273 AIRCRAFT COMPARTMENTS	structure p 119 N84-10088
Airboine Data Acquisition Multifunction System (ADAMS)	Transmission of gear house to aircraft intenors prediction	Control of advanced fighter sucraft
p 47 N85-15683	methods p 94 N85-23788	p 119 N84-10089
AIRBORNE SURVEILLANCE RADAR Reder signal processing with high speed LSI devices	Cabin noise reduction for a new development turboprop commuter aircraft p 74 N86-11173	Direct force control p 119 N84-10090 Experimental methods in flight for the measurement of
p 189 N86-26352	Propeller aircraft cabin vibration and noise-excitation,	control characteristics p 119 1484-10091
Mil-DAP Its architecture and role as a real time airborne	sources, and paths p 75 N86-11174	Integration of Fire Control, Flight Control and Propulsion
degital signal processor p 190 N86-28359	The state of the art in propfan turboprop noise p 75 Na6-11175	Control Systems [AGARD-CP-349] p 17 N84-12056
The application of high-performance integrated circuits for airport fire control radars p 192 N86-28369	Application of active noise control to model propeller	Integration of fire, flight and propulsion control systems
AIRBORNE/SPACEBORNE COMPUTERS	noise p.75 N86-11176 AIRCRAFT CONFIGURATIONS	An overview, retrospective and prospective
Advances in Guidance and Control Systems (AD-A125687) g 1 N63-22093	Preimmary Aeroelastic Design of Structures (PADS)	p 17 N84-12057
(AD-A125667) p.t. N63-22093 Diorial implementation of a laser active flight control	methods development and application	Application of flight controls technology to engine control systems p 18 N84-12061
system with processed decoupled states	p 14 N84-11117	V/STOL maneuverability and control
p 2 N83-22096	Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool	p 40 N84-25632
Advanced design and performance optimization techniques utilized to develop the F-111	p 35 N84-23585	The flight test of an automatic spin prevention system p 41 N84-34398
Weapons/Navigation Computer (WNC)	Design of advanced technology maneuvering aircraft models for the National Transonic Facility	Flight testing a digital flight control system issues and
p 2 N83-22103	p 36 N84-23590	results p 42 N84-34403
DLAO A support system for defining avionics software p.5 NB3-22119	Design of a wind tunnel afterbody model for the	Reference systems for the evaluation of dead-reckoning navigation equipment p 42 N84-34406
D-12 standardizing LTR for onboard computers: The	development of a transonic combat aircraft p 36 N84-23591	Pilot workload, performance and aircraft control
present and the future p 5 N63-22124	The new calibration tank for engine simulators at DFVLR	automation p 231 N85-19670
The management of a large real-time military avionics project p 8 N83-22144	Goettingen p 36 NB4-23593	Reference systems for the evaluation of dead-reckoning navigation equipment p 62 N85-22358
F/A-18 software development. A case study	Special Course on V/STOL Aerodynamics [AGARD-R-710] p 39 N84-25625	Cost Effective and Affordable Guidance and Control
p.B. N83-22145	V/STOL concepts in the United States Past, present,	Systems
Effects of integrated maintenance on the definitions of onboard equipments Mirage 2000 aircraft	and future p 39 N84-25628	[AGARD-CP-360] p.66 N85-26638 A method of estimating an artifude from thy by wire
ρ 19 N84-12068	Assessment of aerodynamic performance of V/STOL and STOVL fighter aircraft p 40 N84-25836	flight control system data p 68 NBS-26653
CASCADE A design environment for future avionic systems p 25 N84-15057	Determination of external store drag	Active Control Technology (ACT) Past, present and future 0.124 N85-27RA4
Methods for developing the navigation and weapon	p 41 N84-34397	future p 124 N85-27884 The state-of-the-art and future of flight control
systems of the Myrage 2000 p 27 N84-15068	Design of an airfor leading edge stat using an inverse aerodynamic calculation method p 51 N85-16777	systems p 124 N85-27885
The man-machine interface in new generation commercial aircraft p.31 N84-15096	Computation of unsteady transonic flows about	Aspects of application of ACT systems for pilot workload allevation p. 125 N85-27887
The role of onboard intelligence and of orbital servicing	two-dimensional and three-dimensional AGARD standard configurations p 65 N85-25183	Some flight test results with redundant digital flight
in the increase of satellite lifetime p 138 N84-24605	The application of transport unsteady methods for	control systems p 125 NB5-27892
Fault tolerant apaceborne computer p 136 NR4-24607	calculation of flutter amounts a 65 NR5-25186	An update of expenence on the fly by wire Jaguar equipped with a full-time digital flight control system
A filtered attitude determination system for spacecraft	Generation of two-dimensional gust fields in subsonic wind-tunnels p 146 N86-27247	p 125 N85-27893
measurement and control p 139 N84-24612	Gust alleviation on a transport airplane	Demonstration of relaxed static stability on a commercial
Certifying onboard software A total progressive approach p 141 N84-24625	p 148 N86-27259	transport p 126 N85-27898 The aerodynamics of control p 127 N85-27801
Verification and validation techniques applied to the	AIRCRAFT CONSTRUCTION MATERIALS An empirical apprecial of detects in composites	The STOL and maneuver technology program integrated
reconfigurable block SD satellite software	helicopter tail rotor blades p 153 N84-10211	control system development p 128 N85-27910
p 141 N64-24626 Documentation and separate test program development	Current requirements on specifications for corrosion	On the aerodynamics of installed propellers p.71 N86-11154
is most important for test/maintenance	prevention p 38 N84-25618 Manufacturing developments to reduce strategic	A self-organising control system for non-linear aircraft
p 49 N85-1674S Experience in using on-aircraft software for testing	matenals usage p 150 N84-33475	dynamics p 147 N86-27258
integrated systems p 49 N85-16747	Composite structure repair, addendum [AGARD-R-716-ADD] p 156 N85-17057	Systematic computer aided control design
Automatic error detection and recovery techniques in	Repair of composites p 156 N85-17058	p 1 N83-22097
onboard intelligent units for space and avionic application p.50 N85-16756	AIRCRAFT CONTROL	Experimental investigations of transport aircraft low- speed engine interference effects and flight test
The design and development of an integrated core	Advances in Guidance and Control Systems (AD-A125687) p. 1 Na3-22093	correlation p 10 N83-30364
system for battlefield helicopters p 56 NB5-16811	Progress and pittalls in advanced flight control	Comparison of prediction, wind tunnel and flight test
A cost-efficient control procedure for the benefit of all arspace users p 67 N85-26651	systems p 1 Na3-22094	data for the Canadair Challenger turboten aircraft p 10 N83-30365
The interactive generation of specifications for an	Designing improved tracking regulators for piloting highly maneuverable siccraft fighter aircraft	Lessons from Tornado atterbody development
onboard software series (GISELE) p 127 N85-27906 Certifying complex digital systems on civil aviation	p † N83-22095	p 10 N83-30366
aircraft p 127 N85-27907	Systematic computer aided control design	Aeroelastic Considerations in the Preliminary Design of Aircraft
AIRCRAFT ACCIDENT INVESTIGATION	p ⁻¹ Ne3-22097 A modular approach to high reliability software	[AGARD-CP-354] p 14 N84-11116
Investigation, reporting and analysis of US Army sincraft accident p. 28 N84-15077	generation with application to nonlinear control	Preliminary Aeroelastic Dusign of Structures (PADS) methods development and application
The use of flight recorders in the investigation of aircraft	p. 2 N83-22104 Development and application of digital control for tectical	p 14 N84-11117
minhaps p 28 N64-15078	ercraft flutter suppression b 3 Na3-22108	Aerospatial'es approach to the study of flutter at the
Flight Mechanics and System Design Lessons From	Ground and flight testing on the fly-by-wire Jaguer	Sesign stage of the project p 15 N84-11118 Aeroelastic talloring of high-aspect-ratio composite
Operational Experience	equipped with a full time quadruplex digital integrated flight control system p.3. Ne3-22111	wings in the transonic regime p 15 N84-11119
[AGARD-CP-347] b 28 N84-15078	Adaptive flutter suppression, analysis and test	Aeroelastic design of civil transports at the project
Investigation, reporting and analysis of US Army aircraft accident p.26 N84-15077	p 118 N83-22219	stage p 15 N84-11120 Transonic flutter clearance for a supercritical transport
The use of flight recorders in the investigation of aircraft	Automatic recognition of speech in military aircraft p 166 Ne3-34186	accraft in the preliminary stage p 15 NB4-11121
mishape p. 29 N84-15078 Two decades of air camer jet operation	Advances in sensors and their integration into aircraft	influence of main design perameters on flutter behaviour
p 26 N84-15080	guidence and control systems	for aircraft configurations with heavy concentrated masses p 15 N84-11122
Worldwide expenence of wind shear during 1981-1982	[AGARD-AG-272] p.13 N83-34891 Introduction to optical rate sensors	Aeroelestic design considerations for turbouron
p 29 N84-15087 Some comments on the hazards associated with	p 13 N63-34895	6 powerplant installations p 15 NB4-11123
mangeuvring flight in severa turbulence at high speed and	Low cost fluidic sensors p 14 NB3-34897	The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements)
tow ellitude p 30 N64-15089	Special Course on Aerodynamic Characteristics of Controls	p 15 NBA-11124
Army helicopter crashworthiness p 30 NB4-15090 AMCRAFT ANTENNAS	Controls [AGARD-R-711] p.118 N84-10082	The influence of aeroelastic stability requirements on
Numerical modelling methods for predicting antenna	Introductory remarks and review of 1979 symposium	helicopter design of arroratt using structural
performance on aircraft p 166 N64-12375	p 118 N64-10083	optimization methods p 17 N84-11133

A flutter optimization program for complete aircraft structural design p 17 N84-11134	AIRCRAFT ENGINES Expenmental investigations of transport aircraft low	A description of the process of elaborating man-machine dialog in an aircraft equipped with cathode tubes. Roles
Fast flutter clearance by parameter variation	speed engine interference effects and flight test	and suscritizations of prioted simulation methods
p 17 N64-11135	correlation p 10 N63-30364	p 69 N85-26658
An integrated AFCS for the "PROFILE"-mode p 19 N84-12069	The relations between the numerical control of the	Terrain following without use of forward looking
Computational methods for subsonic and transonic	engine and other aircraft functions p 18 NB4-12062	sensors p 69 N85-26659 Guidance-Control-Navigation Automation for Night
aerodynamic design p 20 N84-12074	Engine/airframe interference p 21 N84-12085 Engine-airframe interference effects	All-Weather Tactical Operations
Aerodynamic interference: A general overview	p 21 N84-12086	[AGARD-CP-387] p 88 N86-26316
g 21 N84 12080	Auxiliary power systems with gas turbines	A cost-effective night attack system for ground attack
Transonic configuration design p 21 N84-12081 Transonic configuration design (fighter)	p 98 N84-12170	aircraft p 88 N86-2631 Cockot automation requirements derived from mission
p 21 N84-12082	Hot gas APU starter for advanced aircraft applications	functions data p 88 1/186-26316
External stores interference p 21 N84-12083	p 99 N84-12178 A jet fuel statter for lowest system life cycle cost	Synthetic real-time relief display all-weather airborne
Interference problems in aircraft design p.21 N84-12084	o 99 N84-12179	missions p 89 N86-26321
p 21 N84-12084 Engine/airtrame interference p 21 N84-12085	Cost efficient on board power for airline operation	The wide field helmet mounted display p 89 N86-26322
Engine-airtrame interference effects	p 99 N84-12180	A solid-state map display for rapid response governion
p 21 N64-12086	APU operational efficiency p 99 N84-12181 Ground and inflight operational effects of APU's	p 89 N86-26323
Recent studies at NASA-Langley of vortical flows	p 99 N84-12182	Applications of digital terrain data in flight operations
interacting with neighboring surfaces p 77 N84-12109 Ground and inflight operational effects of APU's	Super integrated power unit for fighter aircraft	p 89 N86-26324 Use of a CO2 laser lidar for flight and penetration at
p 99 N84-12182	p 100 NB4-12183	Use of a CO2 laser lidar for flight and penetration at very low altitudes p 90 N86-26326
Operational readiness and its impact on fighter avionics	implementing microprocessor technology in aircraft	AIRCRAFT FUELS
system design p 22 N84-15037	electrical power generating system control p 100 N84-12185	Military requirements fuel economy, air traffic control.
Increasing significance of electromagnetic effects in modern aircraft development p 23 N84-15041	Measures for materials conservation in aero-engine	and defense budgets p 86 N83-22181 Combustion Problems in Turbine Engines
Use of a small scale wind funnel and model shop at	construction p 149 N84-33468	[AGARD-CP-353] p 156 N84-24732
Aeronautica Macchi as an industrial tool	Problems presented to engine builders by the recycling	Realisation of relaxed static stability on a commercial
p 35 N84-23585	of metallic materials titanium and nickel alloys for aircraft engine parts p 151 N84-33482	transport p 123 N85-26746
Corrosion control requirements for UK military aircraft p 37 N84-25614	Monitoring engine thermal stresses	Summary of recent NASA propeller research
Current procurement specification design requirements	p 104 N85-15735	p.72 N86-11158 Producibility and cost studies of aviation kerosene
for US Navy aircraft p 37 N84-25615	Accelerated Mission Endurance Testing (AMET)	[AGARD-AR-227] p 158 N86-20580
Current design requirements for corrosion control on	p. 104 N85-15736 Design and test requirements for development of today's	AIRCRAFT GUIDANCE
helicopters p 38 N84-25616	engines p 104 N85-15737	Advances in sensors and their integration into aircraft
Design and manufacturing practices to minimize corrosion in aircraft p 38 N84-25620	Damage Tolerance Concepts for Critical Engine	guidance and control systems {AGARD-AG-272} p.13 N83-34891
V/STOL concepts in the United States. Past, present.	Components	Introduction to optical rate sensors
and future p 39 N84-25628	[AGARD-CP-393] p 107 N86-25360 TURBISTAN A standard load sequence for aircraft	p 13 N83-34895
Layout considerations and types of Y/STOL aircraft p.40 N84:25629	engine discs p 110 N86-25380	Reference systems for the evaluation of dead-reckoning
Ground based testing without wind tunnels	Rotating heat transfer investigations on a multi-pass	navigation equipment p 42 N84-34406 Helicopter Guidance and Control Systems for Battlefield
p 40 N84-25634	cooling geometry p 111 N86-29825	Support
Aerodynamics of V/STOL aircraft Performance	Transient thermal behaviour of a compressor rotor with ventilation. Test results under simulated engine.	[AGARD-CP-359] p 54 N85-16797
assessment p 40 N84-25635	ventilation Test results under simulated engine conditions p.116 N86-29856	Implications of guidance and control technology on
Assessment of aerodynamic performance of V/STOL and STOVL fighter aircraft p.40 N84-25636	AIRCRAFT EQUIPMENT	human factors considerations p 228 N85-19656 A flight management algorithm and gurlance for
Requirements, applications, and results of strapdown	Validation of software for integration of missiles with	A flight management algorithm and guidance for luel-conservative descents in a time-based metered air
inertial technology to commercial airplanes	arcraft systems p 7 N83-22140	traffic environment. Development and flight test results
p 87 N84-25695	Integration of a new sensor on to an existing aircraft p 14 N83-34901	p 62 N85-22356
Arcraft tests in the clearance program for the use of a combat arcraft from a runway after damage repair	Effects of integrated maintenance on the definitions of	Reference systems for the evaluation of dead-reckoning
p 42 N84-34404	onboard equipments Mirage 2000 aircraft	navigation equipment p 62 N85-22358 Cost Effective and Affordable Guidance and Control
The Influence of Large Scale Computing on Aircraft	p 19 N84-12068	Systems
Structural Design	Auxiliary Power Systems [AGARD-CF 352] p 98 N84-12168	[AGARD-CP-360] p 66 N85-26638
[AGARD-R-706] p.90 N85-10040 Recent progress of development and understanding of	Secondary power systems for lighter aircraft	Guidance-Control-Navigation Automation for Night
high lift systems p 50 N85-16772	experiences today and requirements for a next	All-Weather Tactical Operations IAGARD-CP-3871 p. 88 N86-26316
Design of an airfoil leading edge stat using an inverse	generation p 98 N84-12171	A new technique for terrain following/terrain avoidance
aerodynamic calculation method p 51 N85-16777	Small auxiliary power unit design constraints p 98 N84-12172	guidance command generation p 89 N86-26325
Aerodynamic issues in the design of high-lift systems for transport aircraft p.52. N85-16780	APU in commercial airline operation	A mission navigation and control system for modern
Design studies of thick laminar flow airfoils for low speed	p 98 N84-12173	military helicopters p. 90 N66-26327 AIRCRAFT HAZARDS
flight employing turbulent boundary layer suction over the	Auxiliary power units for wide-body aircraft	A systematic characterization of the effects of
rear part p 53 N85-16786	p 99 N84-12174 Secondary power supplies for a small single engine	atmospheric electricity on the operational conditions of
Technology developments for laminar boundary layer	combat aircraft p 99 N84-12175	aircraft p 29 N84-15086
control on subsonic transport aircraft p.53 N85-16787 Introduction. The clinical and biomedical evaluation for	Optimization of engine power offisike by secondary	AIRCRAFT INDUSTRY Application of computational procedures in aerodynamic
traums and falaithes associated with aircrew ejection and	power system design p 99 N84-12177	design b 20 N84-12078
crash p 217 N85-21970	DEF STAN 00-18 A family of compatible digital interface	Design and manufacturing practices to minimize
Dynamic wind-tunnel testing of active controls by the NASA Langley Research Center p 61 N85-22353	A video bus for weapon system integration	corrosion in aircraft p 38 N84-25620
Transmission error measurements in gearbox	p 24 N84-15051	Towards a cycle without loss Cobatt in the aircraft industry p 149 N84-33469
development p 95 N85-23794	Network communications for a distributed avionics	The embedded test (BIT) Impact on the total cost of
Do new aircraft need new technologies and certification	system p 24 N84-15052	possession p 47 N85-16734
rules? p 95 N85-23795	Avionics fault tree analyzer p.25 N84-15053 Computer graphics techniques for aircraft EMC analysis	AIRCRAFT INSTRUMENTS
Missions and vehicle concepts for modern, propelled, lighter-than-air vehicles	and design p 25 N84-15055	Anemoharometric systems for next generation aircraft
[NASA-TM-87461] p 63 N85-25170	The lock-on-before-launch weapon delivery and	architecture for air data systems p.2 N83-22101 Advances in strapdown mertial systems introduction
Special course on V/STOL serodynamics. An	display/control consideration p 25 N84-15056	and overview p 87 N84-25692
assessment of European jet lift arcraft	A practical approach to the design of a new avionic system p 25 N84-15058	Electronic displays Their strengths and weaknesses
AGARD-R-710-ADDENDUM p 66 N65-25188 ACT flight research experience p 122 N65-26741	integration of ICNIA into advanced high performance	for advanced high performance aircraft
ACT flight research experience p 122 N65-26741 Maintenance and the military environment	highter aircraft p 26 N84-15059	p 230 N85-19664 Changing system and display concepts and their impact
p 157 N85-33243	Methods for developing the navigation and weapon	on aircrew performance p 230 N85-19865
Aerodynamics and Acoustics of Propellers	systems of the Mirage 2000 p 27 N84-15068 Concepts for avioric and weapon integration facilities	Combinatorial performance/cost analysis of an
[AGARD-CP-366] p.70 N86-11147 Design concept and performance prediction technique	p 27 N84-15070	autonomous navigation system for aircraft
for potential flows around advanced propellers	Advances in strapdown sensors p 87 N84-25693	p 66 N85-26640 A mission navigation and control system for modern
p 71 N86-11150	Autopilot performance evaluation Tornado experience	military helicopters p 90 N86-26327
Design considerations for application of laminar flow	and future applications p. 42 N84-34407 Design for Tactical Avionics Maintainability	AIRCRAFT LANDING
control systems to transport aircraft p 84 N86-15270	[AGARD-CP-361] p 47 N85-16731	Arroraft operations from airfields with special
Technical evaluation report on the Fluid Dynamics Penel	Objectives in studying the maintainability of aircraft	unconventional characteristics p 29 N84 15085
Symposium on Aerodynamics and Acoustics of Propellers	systems p 47 N85-16732	Influence of windshear on flight safety p 30 N84-15088
[AGARD-AR-213] p 85 Ne6-19298	Joint service design for testability program	p 30 N84-15088 Trajectory measurements for take-off and landing tests
Human factors: The Cinderelle decipline in cockort	p 47 N85-16733 Study and restisation of a 3rd level meintenance center	and other short-range applications, volume 16
interface design p 225 N66-26825	based on ATE systems utilization p 47 N85-18735	[AGARD-AG-160-VOL-16] p 197 N85-25801
Unsteady serodynamics and dynamic aircraft	A practical example of reducing life cycle costs and increased evaluability p 48 N65-16736	The use of pressure sensing taps on the aircraft wing
meneuverability p 147 N66-27253	increased evaluablely p 48 N85-16738	as sensor for flight control systems p 69 N85-26660

AIRCRAFT MAINTENANCE	AIRCRAFT PILOTS	
First level integrated maintenance in weapons	Grasp of information by the pilot in future combat	Evaluation of operational loads to verify structur design p.46, N85, 156
systems p.25 N84-15054	arcraft p 229 N85-19662	
Workshop on Requirements for Aircraft Corrosion	Automation and pilot interactions in night or all-weather	Tornado Structural Usage Monitoring Syste (SUMS) p. 46 N85-156
Control [AGARD-R-714] p 37 N84-25613	lactical operations p.88 NR6.26319	Composite structure repair addendum
US Navy corrosion control maintenance	Medical Selection and Physiological Training of Future Fighter Aircrew	[AGARD-R-716 ADD] p 156 N85-170
p 38 N84-25619	(AGARD-CP-396) p. 225 Nas-30300	Composite repair of aircraft structures
Corrosion control maintenance practices for Canadian	Medical selection and physiological training of lighter	p 156 N85 170
arcraft p 38 NB4-25621	priots A 1985 perspective and overview	Two recent cases of marker load applications
Methodology for assessment of corrosion costs	p 226 N86-30312	cargo/lighter aircraft fatigue tests p 200 N85-243.
p 39 N84-25623	Continuous ECG monitoring of Mirage 2000 pilots (comparison with Mrage 3 and F1 pilots)	AGARD Corrosion Handbook Volume 1 Corrosio Gauses and case histories
Operational Loads Data	p 226 N86-30315	IAGARD-AG-278-VOL-11 p 157 N86-163
[AGARD-CP-375] p.44 N85-15664 F-16 force management, yesterday, today and	The use of ECG changes caused by acceleration as	AIRCRAFT SURVIVABILITY
tomorrow p 46 N85-15674	tolerance predicition factors p 226 N86-30316	Lessons learned in the development of the F 16 flig
Design for Tactical Avionics Mainteinability	The vertebral column. Selection and aptitude of combat.	control system p 30 N84-150
AGARD-CP-361) p 47 N85 16731	aircraft pilots of the future p 227 N86 30322	Tornado autopilot measures to ensure survivability aff
Objectives in studying the maintainability of aircraft	Physical training of Mirage 2000 pilots	failures p.30 N84-150
systems p 47 N85-16732	p 227 N86-30324 Treadmill spiroetgometry in the selection and screening	increased aircraft survivability using direct voice input
Joint service design for testability program p. 47 N85-16733	of high-performance combat aircraft pilots in the Beligan	p 31 N84 1510
Study and realisation of a 3rd level maintenance center	All Force p. 228 NAS.30325	Application of multifunction strapdown inertial system
Dased on ATE systems utilization 0.47 Nas. 16735	AIRCRAFT POWER SUPPLIES	p 88 N84-256
A practical example of reducing life cycle costs and	Handling of hydrazine in the Royal Danish Air Force	F-16 force management yesterday today ar tomorrow n.46 NRS 156
increased availability p 48 N85-16736	p 213 N84-33014 AIRCRAFT RELIABILITY	tomorrow p 46 N85-156
Avionics fault tree analysis and artifical intelligence for	The initial design of active control systems for a flexible	The effect of wing up devices on the far held wake
future aircraft maintenance p 50 N85-16755	arcraft p 16 N84-11125	a Pans Aircraft 0 80 NA4.121
Composite structure repair, addendum AGARD-R-716-ADD p.156 N85-17057	The Civil Aircraft Airworthiness Data Recording	Recent advances in computational methods to soli
Composite repair of aircraft structures	Programme p 28 N84-15079	the high-lift multi-component airfoil problem
p 156 N85-17059	AIRCRAFT SAFETY	p 51 N85-167
Corrosion management strategies for aircraft and related	Fuel conservation and economy constraints	Recent developments in three dimensional wal
Systems p 156 NR5/33239	p 86 N83-22179 The Croil Aircraft Ainworthiness Data Recording	analysis p 84 N86-152: AIRFIELD SURFACE MOVEMENTS
Relating corrosion maintenance to environmental	The Civil Aircraft Ainworthiness Data Recording Programme p 28 N84-15079	Simulation of aircraft behaviour on and close to the
factors p 157 N85-33247 AIRCRAFT MANEUVERS	Incident reporting its role in aviation safety and the	ground
Control of advanced fighter aircraft	acquisition of human error data p 29 N84-15081	[NASA-TM-87460] p 91 N85-2379
p 119 N84-10089	Flight parameters recording for safety monitoring and	AIRFOIL PROFILES
V/STOL maneuverability and control	investigations p 29 N84-15083	Design of transonic compressor cascades for minim
p 40 N84-25632	Aircraft operations from airfields with special	shock losses and comparison with test results
Evaluation of operational loads to verify structural	unconventional characteristics p 29 N84-15085 Lessons learned in the development of the F-16 flight	p 101 N84-1619 Detailed study of the flow around a multi-element airto
design p 46 N85-15677	control system p 30 N84-15092	Companson with calculations p 51 N85-167:
The STOL and maneuver technology program integrated control system development p 128 N85-27910	Handling of hydrazine in the Royal Danish Air Force	Aerodynamic method used in France for advanced ta
Extraction of aerodynamic parameters for aircraft at	p 213 N84-33014	Propeller study p 71 N86-1114
extreme flight conditions p 146 N86-27248	AIRCRAFT SPIN	Modern propeller profiles p 71 N86-1115
Recent expenences of unsteady aerodynamic effects	Aspects of correlation in the identification of dynamic	Numerical solutions for three-dimensional cases: Del
on aircraft flight dynamics at high angle of attack	effects from complimentary techniques. Evolution at high	Wings p.83 N86-1526 Concluding remarks p.83 N86-1526
p 147 N86-27252	angles p. 11 N83-30375 Pilot human factors in stall/spin accidents of supersonic	AIRFOILS
Unsteady aerodynamics and dynamic aircraft maneuverability p.147 N86-27253	fighter aircraft p 32 N84-15102	Subsonic/transonic viscous interactions
maneuverability p 147 N86-27253	AIRCRAFT STABILITY	p 20 N84-1207
A self-organising control system for non-linear aircraft	AIRCRAFT STABILITY Determination of performance and stability	p 20 N84-1207 Aerodynamic design for overall vehicle performance
A self-organising control system for non-linear aircraft dynamics p 147 N86-27258	AIRCRAFT STABILITY Determination of performance and stability Characteristics from dynamic manogeness with a transport	p 20 N84-1207 Aerodynamic design for overall vehicle performance o 20 N84-1207
A self-organising control system for non-linear aircraft dynamics p. 147 N86-27258 Application of CFO fechniques toward the validation of nonlinear aerodynamic models p. 148 N86-27265	AIRCRAFT STABILITY Determination of performance and stability characteristics from dynamic manoeuvies with a transport arcraft using parameter identification techniques	p. 20. N84-1201 Aerodynamic design for overall vehicle performance p. 20. N84-1201 Application of computational procedures in aerodynamic
A seff-organising control system for non-linear aircraft dynamics p.147 N86.27258 Application of CFO fechinques toward the validation of nonlinear aerodynamic models p.148 N86-27265 Visual capabilities related to fighter aircrew performance.	AIRCRAFT STABILITY Determination of performance and stability characteristics from dynamic manoeuries with a transport aircraft using parameter identification techniques 0.41 NNA.34400.	P 20 N84 1207 Aerodynamic design for overall vehicle performance p 20 N84 1207 Application of computational procedures in aerodynam design p 20 N84 1207
A set-organising control system for non-linear accraft dynamics. 9.147 NB6.27258 Application of CFG Vechniques (toward the validation of nonlinear aerodynamic models. p. 148. NB6.27265 Visual capabilities related to fighter accree performance in the F1.4 and adversary acraft. p. 227 NB6.30270.	AIRCRAFT STABILITY Determination of performance and stability characteristics from dynamic manoeuvies, with a transport aircraft using parameter identification techniques p. 4.1 Nak-34400 A perspective on superaugmented flight control	p 20 N84-1201 Aerodynamic design for overall vehicle performance g 20 N84-1203 Application of computational procedures in aerodynam design Numencal simulation of stalling flows by an integr
A self-organising control system for non-linear accraft dynamics p. 147 N86-27258 Application of CFG techniques toward the validation of nonlinear aerodynamic models p. 148 N86-27265 Visual capabythies related to highter accree performance in the F-14 and adversary accraft p. 227 N86-30320 Vision lest battery threshold and response time as	AIRCRAFT STABILITY Determination of performance and stability characteristics from dynamic manosexies with a transport arcraft using parameter identification techniques arcraft using parameter dentification techniques arcraft using p	p 20 N84 120: Aerodynamic design for overall vehicle performance p 20 N84 120: Application of computational procedures in aerodynamidesign p 20 N84 120: Numerical simulation of stalling flows by an integriequation method ligh Reprodies number tests of the cast 102/00A
A self-organising control system for non-linear accraft dynamics. p. 14.7 M86.27256 Application of CFO techniques towards the validation of nonlinear aerodynamic models. p. 14.8 M86.2785 Visual capabilities related to lighter accree performance in the F-14 and golversary aerorat. p. 22.7 M86.30320 Vision test battery threshold and response time as predictors of air-to-air visual facet accusation in F-14 and CFO.	AIRCRAFT STABILITY Determination of performance and stability characteristics from dynamic manosexies with a transport acraft using parameter identification techniques acraft using parameter dentification techniques advantages and problems p124 M85-27865 Demonstration of relaxed static stability on a commercial transport	p 20 N84.1201 Aerodynamic design for overall vehicle performance p 20 N84.1201 Application of computational procedures in aerodynamic design design design p 20 N84.1201 P 20 N84.1201 Minerical simulation of stalling flows by an integri equation method in the procedure of the cast 10.2/DOM transionic arriol at ambient and chrogenic temperature.
A self-organising control system for non-linear accraft dynamics. p. 147, 1986-272-58. Application of CFO techniques towards the validation of nonlinear aerodynamic models. p. 148, 1986-272-59. Visual capabilities related to lighter accree performance in the F-1 and adversary arcraft p. 227, 1986-30320. Vision test battery threshold and response time as predictors of air-to-air visual target acquisition in F-1 and adversary arcraft p. 227, 1986-30321. AIRCRAFT MODELS.	AIRCRAFT STABILITY Determination of performance and slabbily characteristics from dynamic manoscives with a transport arcraft using parameter identification techniques p. 41 N84.24400 A perspective on superaugmented infight control advantages and problems p. 124 N85.27886 Demonstration of released static stabbility on a commercial transport Realisation of released static stabbility on a commercial	p. 20. N84.123. Aerodynamic design for overall vehicle performance. p. 20. N84.123. Application of computational procedures in aerodynamic design. p. 20. N84.123. Numerical simulation of stalling flows by an integriequation method. p. 102. N84.161. High Reprodies number tests of the cast 102./DOA Harnsonic artfol at ambient and cryogenic temperature. p. 33. N84.235.
A self-organising control system for non-linear accraft dynamics. p. 147, M86-27256. Application of CFO fechniques toward the variedation of nonlinear aerodynamic models. p. 148, M86-27265. Visual capabilities related to injinite racree performance in the F-14 and adversary arcraft. p. 227 - N86-30320. Vision lest battery threshold and response time as predictors of air-to-air visual target acquisition in F-14 and adversary accraft. p. 227 - N86-30324. AIRCRAFT MODELS. Wing buffering active control testing on a transport.	AIRCRAFT STABILITY Determination of performance and stability characteristics from dynamic manoexives with a transport acraft using parameter identification techniques acraft using parameter dentification techniques are supported to the properties of the propertie	p 20 N84.120: Aerodynamic design for overall vehicle performance. p 20 N84.120: Application of computational procedures in aerodynamidesign. Numerical simulation of stalling flows by an integrit equation method in the p 10 N84.161: High Reynolds number tests of the cast 10.2/DOL transone, arrifol at ambient and choopens temperature conditions. Nonadiabatic model wall effects on transone, airly
A self-organising control system for non-linear accraft dynamics. p. 147, M86.27258. Application of CFO techniques from the wishdation of nonlinear aerodynamic models. p. 148, M86.27265. Visual capabilities related to lighter accree performance in the F-14 and adversary arcraft. p. 227, M86.30320. Vision test battery threshold and response time as predictors of air-to-air visual target acquisition in F-14 and adversary accraft. AIRCRAFT MODELS. Wing buffeting active control testing on a transport aerorals configuration in a large some tunnel.	AIRCRAFT STABILITY Determination of performance and slabbily characteristics from dynamic manosevies with a transport arcraft using parameter identification technical pt 11 N84-34400 A perspective on superaugmented fight control advantages and problems p 124 N85-27896 Demonstration of relaxed static stability on a commercial transport Reaksation of relaxed static stability on a commercial transport problems p 126 N85-27896 Reaksation of relaxed static stability on a commercial transport AIRCRAFT STRUCTURES p 126 N85-27899	p. 20. N84.120. Aerodynamic design for overall vehicle performance. p. 20. N84.120. Application of computational procedures in aerodynamic design. p. 20. N84.120. Numerical simulation of stalling flows by an integriequation method. High Reprodies number tests of the cast 10-2/O2A. If ansonic airfold all ambent and cryogenic temperatures. p. 33. N84.235. Nonadiabatic model wall effects on transonic arts performance in a cryogenic wind furnity.
A self-organising control system for non-linear accraft dynamics. p. 147, M86-27256. Application of CFO fechniques toward the varieties on of certain continear acceptance models. p. 148, M86-27255. Visual capabilities related to higher accrew performance in the F-14 and adversary accraft. p. 227 - N86-30320. Vision lest battery threshold and response time as predictors of air-to-air visual target acquisition in F-14 and adversary accraft. p. 227 - N86-30321. AIRCRAFT MODELS. Wing buffering active control testing on a transport acroralt configuration in a large some funnel.	AIRCRAFT STABILITY Determination of performance and stability characteristics from dynamic manoexeries with a war-sport acreat using parameter identification techniques A perspective on superaugment1 M84-34400 A perspective on superaugment1 M85-27896 Demonstration of released static stability on a commercial transport 126 M85-27899 Realisation of released static stability on a commercial transport 176 M85-27899 AIRCRAFT STRUCTURES Dynamic structural aeroolissic stability testing of the	p. 20. N84 120: Aerodynamic design for overall vehicle performance. p. 20. N84 120: Application of computational procedures in aerodynamidesign. Numerical simulation of stalling flows by an integrit equation method in the procedures in the procedure in the proc
A self-organising control system for non-linear accraft dynamics p. 147, M86.27258. Application of CFO techniques towards the validation of nonlinear aerodynamic models p. 148, M86.27265. Visual capabilities related to lighter accrees performance in the F-14 and adversary arcraft p. 227, M86.30320. Vision test battery threshold and response time as predictors of air-to-air visual target acquisition in F-14 and adversary arcraft p. 227, M86.30321. AIRCRAFT MODELS. Wing buffeting active control testing on a transport aeroral configuration in a large some tunnel. AIRCRAFT MODE.	AIRCRAFT STABILITY Determination of performance and slabbly characteristics from dynamic manosevers with a transport arcraft using parameter identification technical parameter dentification technical parameter of the property of the prop	p. 20. N84.120. Aerodynamic design for overall vehicle performance. p. 20. N84.120. Application of computational procedures in aerodynamic design. p. 20. N84.120. Numerical simulation of stalling flows by an integriequation method. ligh Reprodies number tests of the cast 102./DOA. If ansonic artifol at ambient and chogenic temperatures. p. 33. N84.235. Nonadiabatic model wall effects on transonic artiformance in a chogenic design. p. 34. N84.235. Recent advances in computational methods to solve.
A self-organising control system for non-linear accraft dynamics. p. 147. M86-272-5. Application of CFO techniques towards the validation of nonlinear aerodynamic models. p. 148. M86-272-65. Visual capabilities related to lighter accrete performance in the F-14 and adversary acraft. p. 227. N86-30320. Vision test battery threshold and response time as predictors of air-to-air visual target accusation in F-14 and adversary acraft. p. 227. N86-30321. AIRCRAFT MODEL. William p. 227. N86-30321. William p. 227. N86-30321. AIRCRAFT MODEL. APPLICATION of the production o	AIRCRAFT STABILITY Determination of performance and stability characteristics from dynamic manoexives with a waveport acraft using parameter identification techniques are a problems pilot MS-27896. Demonstration of relaxed static stability on a commercial transport pilot MS-27896 Realisation of relaxed static stability on a commercial transport pilot MS-27899 AIRCRAFT STRUCTURES Dynamic structural aeroelastic stability testing of the XV-15-bit rotor research acraft pilot MS-27899 Ground and flight test (bechniques used for rivort of Ground and flight) test (bechniques used for rivort of Ground and flight) testing of the commercial transport.	p. 20. N84.120. Aerodynamic design for overall vehicle performance. p. 20. N84.120. Application of computational procedures in aerodynamic design. p. 20. N84.120. Numerical simulation of stalling flows by an integriequation method. High Reprodies number tests of the cast 10-2/O2A. If ansonic artifol at ambient and cryogenic temperature. particularly and artifolia arrivation of the control
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A self-organising control system for non-linear accraft dynamics p. 147, M86.27256 Application of CFO techniques towards the validation of nonlinear aerodynamic models p. 148, M86.27265 Visual capabilities related to fighter accrete performance in the F-14 and adversary arcraft p. 227, M86.30320 Vision test battery threshold and response time as predictors of air-to-air visual target acquisition in F-14 and adversary accraft AIRCRAFT MODELS Wing buffeting active control testing on a transport aeroal configuration in a large some tunnel AIRCRAFT MOBE Aeroacoustic noise measurements in wind tunnel Aerodynamics and Acoustics of Propellers AGARO-CP-366 p.70 M86-11147	AIRCRAFT STABILITY Determination of performance and slabbly characteristics from dynamic manosevies with a transport arcraft using parameter identification technical parameter states and problems. A perspective on superaugmented fight control advantages and problems p. 124. NBS-27896. Demonstration of relaxed static stability on a commercial transport. Reakstation of relaxed static stability on a commercial transport. AIRCRAFT STRUCTURES. Dynamic structival aeroelistic stability on a commercial transport. AIRCRAFT STRUCTURES. Dynamic structival aeroelistic stability on a commercial transport. AIRCRAFT STRUCTURES. Dynamic structival aeroelistic stability on a commercial structival structival aeroelistic stability on a commercial structival aeroelistic stability on a commercial structival aeroelistic stability on a commercial structival structival aeroelistic stability on a commercial structival structival aeroelistic stability on a commercial structival structival structival structival structival structival structival structival structival st	p. 20. N84.120. Aerodynamic design for overall vehicle performance. p. 20. N84.120. Application of computational procedures in aerodynamic design. p. 20. N84.120. Numerical simulation of stalling flows by an integriequation method. Ingh. Reprodies number tests of the cast 102./DOA. If ansonic artifol at ambient and cryogenic temperatures or onditions. p. 33. N84.235. Nonadiabatic model wall effects on transonic artiformance in a cryogenic wind furnil. P. 18. N84.235. Recent advances in computational methods to solthe high-lift multi-component artifol problem. p. 51. N85.167. Invisiod compressible flow past a multi-element aerotol post.
A self-organising control system for non-linear accraft dynamics. p. 147. M86.27258 Application of CFO techniques founded the validation of nonlinear aerodynamic models. p. 188. M86.27265 Visual capabities related to lighter accree performance in the F1.4 and adversary accraft. p. 227. M86.30320 Vision fest bartiery threshold and response time as predictors of actionar visual larget acquisition in F1.14 and adversary accraft. p. 227. M85.30321 AIRCRAPT MODELS. AIRCRAPT MODELS. APPLICATE MODELS. APPL	AIRCRAFT STABILITY Determination of performance and stability characteristics from dynamic manoscients with a kerospon arcraft using parameter identification techniques arcraft using parameter identification techniques acraft using parameter identification techniques A perspective on superaugmented flight control advantages and problems p128 - M85-27886 Demonstration of released static stability on a commercial transport p128 - M85-27896 Relasation of released static stability on a commercial transport p128 - M85-27899 AIRCRAFT STRUCTURES Dynamic structural aeroolastic stability testing of the XV-15-bit rofor research aircraft p12 - N83-30376 Ground and flight test techniques used for proof of structural integrity of the Tornado combat aircraft The influence of fabrication flow 12 - N83-30377 The influence of fabrication flow 12 - N83-30377	Aerodynamic design for overall vehicle performance or 20 M84 1201 Application of computational procedures in aerodynamidesign procedures in procedures in 102/2007 Parisonice aerodia aerodesign procedures procedures in aerodesign procedures in aerodesign procedures procedures in aerodesign procedures procedures in aerodesign procedures procedures procedures in aerodesign procedures pr
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A self-organising control system for non-linear accraft dynamics. p. 147. M86.2725. Application of CFO techniques fowlard the validation of nonlinear aerodynamic models. p. 188. M86.27865. Visual capabilities related to lighter accrees performance in the F1.4 and adversary accraft. p. 227. M86.30320. Vision fest battery threshold and response time as predictors of air-to-air visual target acquisition in F1.14 and adversary accraft. p. 227. M86.30321. AMECRIAPT MODELS. Wing buffering active control testing on a transport aeroral configuration in a large some tunnel p. 123. M55.26750. AMECRIAPT MODELS. Aeroacoustic noise measurements in wind tunnel. p. 35. M86.23584. Aerodynamics and Acoustics of Propellers. IAGARD-CP-366]. Technical evaluation report on the Flad Dynamics Panel Symposium on Aerodynamics and Acoustics of Propellers.	AIRCRAFT STABILITY Determnation of performance and stability characteristics from dynamic manosevires with a transport arcraft using parameter dentification techniques A perspective on superaugmented fight control advantages and problems p 124 N85-27866 Demonstration of relaxed stability and commercial transport A prespective on superaugmented in proceedings of the commercial transport Amongori problems P 126 N85-27899 All stability on a commercial transport Amongori structurities Amongori structurities Amongori structurities Active the commercial problems Avis the control and flight test betchiques used to structural integrity of the Tornado combat acreat P 12 N83-30377 The influence of sabrication flows on the stabilic and dynamic behavior of structures made of carbon-results Cynamic Sehavior of structures made of carbon-results Advanced ND techniques for composites Advanced ND techniques for composites	p. 20. N84.120. Aerodynamic design for overall vehicle performance. p. 20. N84.120. Application of computational procedures in aerodynamic design. p. 20. N84.120. Numerical simulation of stalling flows by an integril equation method. High Reprodies number tests of the cast 10-2/DOA. If ansonic artifold a lambent and cryogenic temperature. portionance in a cryogenic will effects on transonic artificial performance in a cryogenic will under the performance in a cryogenic will under the high lift multi-component aeroli problem. p. 13. N84.235. Invisiod compressible flow past a multi-eleme aerofole. p. 51. N85.167. Turbulent bubbles behind aertoles and wings at high angiol attack. p. 52. N85.167. Design studies of thick laminar flow aeroles for low spegn studies of these laminary artificial tool over the flight employing surbulent boundary laws suction over the flight employing suctions.
A self-organising control system for non-linear accraft dynamics p. 147, M86.27256 Application of CFO techniques towards the validation of nonlinear aerodynamic models p. 148, M86.27265 Visual capabilities related to fighter accraft p. 227, M86.30320 Vision test battery threshold and response time as predictors of air-to-air visual target acquisition in F. 14 and adversary arcraft p. 227, M86.30321 AIRCRAFT MOBELS AIRCRAFT MOBELS AFORDOWN CONTROL OF THE AIRCRAFT AND ACCUSED P. 123, M85.26750 AIRCRAFT MOBELS AFORDOWN CONTROL OF THE AIRCRAFT AND ACCUSED P. 126 AIRCRAFT MOBELS AFORDOWN CONTROL OF THE AIRCRAFT AND ACCUSED OF THE AIRCRAFT AIRCRAFT MOBELS AFORDOWN CONTROL OF THE AIRCRAFT AIRCRAFT AIRCRAFT ACCUSED P. 126 AIRCRAFT MOBELS AFORDOWN CONTROL OF THE AIRCRAFT AIRCRAFT AIRCRAFT ACCUSED OF THE AIRCRAFT AIRCRAF	AIRCRAFT STABILITY Determination of performance and slabbity characteristics from dynamic manosevies with a transport arcraft using parameter identification techniques p. 41 N84-34400 A perspective on superaugmented fight control advantages and problems p. 124 N85-27896 Demonstration of relaxed static stability on a commercial transport Realisation of relaxed static stability on a commercial transport p. 126 N85-27899 Realisation of relaxed static stability on a commercial transport AIRCRAFT STRUCTURES Dynamic structural servoelistic stability to 18 N85-27899 AIRCRAFT STRUCTURES Dynamic structural servoelistic stability on a commercial transport AIRCRAFT STRUCTURES Dynamic structural servoelistic stability on a commercial transport The influence of tabrication flows on the static and dynamic behavior of structures made of carbon-resun composities p. 154 N84-10215 Advanced ND techniques for composite primary structures p. 154 N84-10215 AMenced ND techniques for composite primary structures	Aerodynamic design for overall vehicle performance or 20 M84 1201 Application of computational procedures in aerodynamic design p. 20 M84 1201 Numerical simulation of stating flows by an integri equation method p. 102 N84-161 102/00/2 National procedures in 202/00/2 National procedures in 202/00/2 National procedures in 202/00/2 National procedures in 202/00/2 National procedures are found in 202/00/2 National procedures are found in 202/00/2 National procedures are found in 202/00/2 National procedures are considered in 202/00/2 Nation
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A self-organising control system for non-linear accraft dynamics p. 147. M86.2725 Application of CFO techniques fowlard the validation of nonlinear aerodynamic models p. 18. M86.27265 Visual capabilities related to lighter accree performance in the F1.4 and adversary acrait p. 227. M86.30321 Altison tests battery threshold and response time as predictors of aero-aero-aero-aero-aero-aero-aero-aero-	AIRCRAFT STABILITY Determination of performance and stability characteristics from dynamic manosevers with a transport arcraft using parameter dentification techniques p. 41 N84-24400 A perspective on superaugmented infight control advantages and problems p. 128 N85-27886 Demonstration of released static stability on a commercial transport Realisation of released static stability on a commercial transport AIRCRAFT STRUCTURES Dynamic structival aeroelistic stability testing of the XV1-55 th roftor research arcraft p. 128 N85-27899 AIRCRAFT STRUCTURES Dynamic structival aeroelistic stability testing of the XV1-55 th roftor research arcraft p. 12 N83-30376 Ground and light test techniques used for proof of structural integrity of the Tomado combal arcraft p. 12 N83-30377 The influence of fabrication flows on the static and dynamic behavior of structures made of carbon-resin composites p. 154 N84-10215 Advanced ND techniques for composite primary structures p. 155 N84-10221 The significance of defects and damage in composite structures p. 155 N84-10221 The engineering significance of defects in composite structures p. 156 N84-10221 The engineering significance of defects in composite structures Defect occurrences in the manufactor of large CFC structures and work associated with defects, demage and reper of CFC compon-with Jife N84-11018 Deserved of the encodests between of the designation of the second of the proper of CFC compon-with Jife N84-11018 Deserved of the encodests between of the designation of the second of the second of the designation of the designation of the second of the s	Aerodynamic design for overall vehicle performance. Application of computational procedures in aerodynamic design. Application of computational procedures in aerodynamic design. Application of computational procedures in aerodynamic design. Numerical simulation of stalling flows by an integril equation method. In the provides number tests of the cast 10-2/DO/ transonic airfold at ambient and cryogenic temperature ordinations. Nonadiabatic model wall effects on transonic airfold proformance in a cryogenic wind turnel. P 34 N84-235' Recent advances in computational methods to solve the high-lift multi-component aerod problem. P 35 N85-167' Invisical compressible flow ps 15 N85-167' Turbulent bubbles behind airfold and wings at high angiol attack. Design studies of thick taminar flow size with the part of the special ps 10-10 N85-167' Turbulent bubbles behind airfold artificial control over the flow of the special ps 10-10 N85-167' Turbulent bubbles of thick taminar flow size with the part of the special ps 10-10 N85-167' Turbulent bubbles of thick taminar flow size with the part of the special ps 10-10 N85-167' Turbulent bubbles of thick taminar flow size with the special part of the special ps 10-10 N85-167' Turbulent bubbles of thick taminar flow size with the special ps 10-10 N85-167' Turbulent bubbles of thick taminar flow size with the special ps 10-10 N85-167' Turbulent bubbles of thick taminar flow size with the special ps 10-10 N85-167' Turbulent bubbles of thick taminar flow size with the special ps 10-10 N85-167' Turbulent bubbles of thick taminar flow size with the size of the siz
A self-organising control system for non-linear accraft dynamics p. 147. M86.2725 Application of CFO techniques forwlard the validation of nonlinear aerodynamic models p. 18. M86.27265 Visual capabilities related to lighter accrees performance in the F1.4 and adversary acrait p. 227. M86.30321 Alticologist of a to-air visual target acquisition in F1.14 and adversary acrait p. 227. M85.30321 Alticologist of a to-air visual target acquisition in F1.14 and adversary acrait p. 227. M85.30321 Alticologist of a to-air visual target acquisition in F1.14 and adversary acrait and adversary acrait p. 227. M85.30321 Alticologist of a to-air visual target acquisition in F1.14 and adversary acrait and acquisition of p. 123. M85.26750 ARRCRAFT MOBE. ARRCRAFT MOBE. Aeroacoushic noise measurements in wind tunnel. p. 35. M84.23584 Aeroacoushic noise measurements in wind tunnel. p. 35. M84.23584 Aeroacoushic noise measurements in wind tunnel. p. 35. M84.23584 Aeroacoushic noise measurements in wind tunnel. Self-across and Acoustics of Propellers. IAGARD-CP-366] p. 70. N86.11147. Technical envirolety of the F1.40 Dynamics Panel Symposium on Aerodynamics and Acoustics of Propellers. IAGARD-AR-213] US Army helicopter operational flight loads. p. 145. M85.15675. Helicopter data acquisition in WHL. p. 46. M85.15676. AMRCRAFT PERFORMANCE. Integration of Fire Conitrol. Flight Control and Propulsion Control Systems. [AAARD-CP-349] p. 17. M84-12056. Auricidary power requirements. Their role in accraft p. 40. M82-15670. Notes on special flight aspects. such as STO, abi-pump and COM.	AIRCRAFT STABILITY Determination of performance and stability characteristics from dynamic manosevers with a transport arcraft using parameter dentification techniques A perspective on superaugmented fight control advantages and problems p 12 N85-27866 Demonstration of relaxed stability to a commercial transport Beassation of relaxed stability to a commercial transport APPROPRIES TRUCTURES Dynamic structural servolestic stability on a commercial transport AVI-15 th rotor research acreat p 12 N85-27896 AIRCRAFT STRUCTURES Dynamic structural servolestic stability testing of the XI-15 th rotor research acreat p 12 N85-30376 The influence of stability testing of the XI-15 th rotor research acreat dynamic behavior of structures made of carbon-research acreat dynamic behavior of structures made of carbon-research acreat Advanced ND techniques for composite primary structures Distructures p 155 N84-10221 Advanced ND techniques for composite primary structures p 155 N84-10215 The engineering significance of defects in composite structures Defect of defects on accraft composite structures Defect of congressions p 155 N84-10221 The engineering significance of defects in composite structures Defect of composites in the manufacture of large CFC structures and work associated with defects, demage and repair of CC composites p 155 N84-10221 Bathmated analysis of the aeroclassic behavior of tail rotors Acrealisticity and ophimization at the design stage and repair of CC composites and the design stage and repair of CC composition and the design stage and repair of CC composition p 16 N84-1112 Arcelestory and ophimization and there developes on the design stage and copies of CC composition and the design stage and copies of CC composition and the design stage and copies of CC composition and the design stage and copies of CC composition and the design stage and copies of CC composition and the design stage and copies and composition of the Newton of tail copies of CC composition and the design st	Aerodynamic design for overall vehicle performance 220 M84 1231 Application of computational procedures in aerodynamic design procedures in aerodynamic procedures in aerodynamic design procedures in aerodynamic procedures in 20 M84-1811 Migh Reprodies number tests of the cast 102/2004 Parisonic aerodies aerodies procedures procedured procedures aerodies are croppens with furner performance in a cryogenic wind furner post in the performance in a cryogenic wind furner post in the performance in a cryogenic wind furner post procedure proc
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A self-organising control system for non-linear accraft dynamics p. 147. M86.27258 Application of CFO techniques forwlard the validation of nonlinear aerodynamic models p. 188. M86.27265 Visual capabities related to lighter accrees performance in the F1.4 and adversary acrait p. 227. M85.03021 Vision fest battery threshold and response time as predictors of air-to-air visual target acquisition in F1.14 and adversary aerorat p. 227. M85.03021 AIRCRAFT MODELS Wing buffering active control testing on a transport aerorat configuration in a large some tunnel aerorat configuration in a large some tunnel Aerochication for the Aerochication of Aerochication of the Aerochication of Aerochicati	AIRCRAFT STABILITY Determation of performance and stability characteristics from dynamic manosevers with a transport arcraft osing parameter dentification techniques A perspective on superaugmented fight control advantages and problems p 12 N85-27866 Demonstration of relaxed stability on a commercial transport A perspective on superaugmented fight control advantages and problems p 126 N85-27866 Demonstration of relaxed stable stability on a commercial transport ARCRAFT STRUCTURES Dynamic structural services and stability on p 126 N85-27899 ARCRAFT STRUCTURES Organic structural services and stability on p 12 N85-30376 Ground and light lest rectiniques and organic stability on p 12 N83-30376 Ground and light lest rectiniques and organic stability on p 12 N83-30376 Archael Structural services and stable and dynamic behavior of structures made of carbon-resin composite survictures p 155 N84-10215 Advanced ND techniques for composite primary structures The significance of defects and demage in composite principles of the significance of defects and demage in composite structures p 155 N84-10221 The engineering significance of defects in composite structures p 155 N84-10221 The engineering significance of defects in composite structures p 155 N84-10221 Defect occurrences in the manufacture of large CFC structures and evolution of the defects of large CFC structures and evolution at the design stage and rectinity of the services o	Aerodynamic design for overall vehicle performance or 20 M84 1231 Application of computational procedures in aerodynamic design procedures in aerodynamic design procedures in aerodynamic design procedures in aerodynamic procedures in aerodynamic design procedures in aerodynamic procedures in aerodynamic procedures in aerodynamic procedures in aerodynamic procedures in 20 M84-1815 M85-1815 M85-181
A self-organising control system for non-linear accraft dynamics p. 147. M86.27258 Application of CFO fechinquisis forward the validation of nonlinear aerodynamic models p. 148. M86.27265 Visual capabilities related to lighter accreen performance in the F14 and adversary arcraft p. 227. M86.30221 Vision test battery threshold and response time as predictors of air-to-air visual target acquisition in F1.14 and adversary ascraft p. 227. M86.30321 AIRCRAFT MORES AIRCRAFT MORES Aeroacoustic noise measurements in wind tunnel p. 23. M85.2656 ARCRAFT MORES Aeroacoustic noise measurements in wind tunnel p. 35. M84.23584 Aeroacoustic noise measurements in wind tunnel p. 35. M84.23584 Aeroacoustic noise measurements in wind tunnel p. 35. M84.23584 Aeroacoustic noise measurements in wind tunnel p. 35. M84.23584 Aeroacoustic noise measurements in wind tunnel p. 35. M84.23584 Aeroacoustic noise measurements in wind tunnel p. 35. M84.23584 Aeroacynamics and Acoustics of Propelers [ACARD-CP-366] p. 70. M86-11147 Tachrical evaluation report on the Flad Dynamics Panel Symposium on Aerodynamics and Acoustics of Propelers [ACARD-R-213] b. M86-11298 Life Allocation on Aerodynamics and Acoustics of Propelers US Army helicopter operational flight loads US Army helicopter operational flight loads US Army helicopter operational flight loads Life Allocation of Fire Control, Flight Control and Propulsion Control Systems [ACARD-CP-349] Auxiliary Dower requirements. Their role in accraft performance Aerodynamics of V/STOL acraft performance of V/STOL, and STOVI, fighter accraft p. 40. M84-25637 AIRLAB A laboratory for flight-crucial-electronics system research Simulation of accraft behaviour on and close to the Simulation of accraft behaviour on and close to the simulation of accraft behaviour on and close to the simulation of accraft behaviour on and close to the simulation of accraft behaviour on and close to the simulation of accraft and propulsion of accraft behaviour on and close to the simulation of accraft an	AIRCRAFT STABILITY Determination of performance and stability characteristics from dynamic manosevers with a transport arcraft using parameter dentification techniques p. 41 N84.34400 A perspective on superaugmented infight control advantages and problems p. 128 N85.27866 Demonstration of released static stability on a commercial transport Realisation of released static stability on a commercial transport AIRCRAFT STRUCTURES Dynamic structural seroelestic stability testing of the XV-15 bit roftor research arcraft p. 128 N85.27896 AIRCRAFT STRUCTURES Dynamic structural seroelestic stability testing of the XV-15 bit roftor research arcraft p. 12 N83.30376 Ground and light test techniques used for proof of structural integrity of the Tomado combal arcraft yield to the static and dynamic behavior of structures made of carbon-resin composites p. 154 N84-10215 Advanced ND techniques for composite primary structures p. 155 N84-10219 Effect of defects on arcraft composite structures p. 156 N84-10219 Effect of defects on arcraft composite structures Defect occurrences in the manufacture of degree of the structures Defect occurrences in the manufacture of degree of the structures Defect occurrences in the manufacture of degree of the structures Defect occurrences in the manufacture of degree of the structures Defect occurrences in the manufacture of degree of the structures Defect occurrences in the manufacture of degree of the structures Defect occurrences in the manufacture of degree of the structures Arcraft structures and work associated with defects of degree of the structures of th	Aerodynamic design for overall vehicle performance. Application of computational procedures in aerodynamic design. Application of computational procedures in aerodynamic design. Application of computational procedures in aerodynamic design. Numerical simulation of stalling flows by an integril equation method. High Reprodies number tests of the cast 10-2/DO/ transonic airfolial ambient and cryogenic temperature orditions. Nonadiabatic model wall effects on transonic airfolial model with the proformance in a cryogenic wind turnel. P34 N84-2357 Recent advances in computational methods to solve he high-lift multi-component aerodynomic articles are solved in the path of the pa
A self-organising control system for non-linear accraft dynamics p. 147. M86.2725 Application of CFO techniques forwlard the validation of nonlinear aerodynamic models p. 18. M86.27265 Visual capabilities related to lighter accrees performance in the F1.4 and adversary acrait p. 227. M86.30321 Alticological systems of a to-air visual target acquisition in F1.14 and adversary acrait p. 227. M86.30321 Alticological systems of a transport acrait configuration in a large some tunnel p. 27. M86.30321 Alticological systems of the manufacture of	AIRCRAFT STABILITY Determation of performance and stability characteristics from dynamic manosevers with a transport arcraft using parameter dentification techniques A perspective on superaugmented fight control advantages and problems p 12 N85-27866 Demonstration of relaxed stability on a commercial transport Belassation of relaxed stability and a commercial transport AND STATE STRUCTURES Dynamic structural servoiristic stability on a commercial transport AVI 61 froot research acreat 12 N85-27896 AND STATE STRUCTURES Dynamic structural servoiristic stability testing of the NS-27899 AIRCRAFT STRUCTURES Dynamic structural servoiristic stability testing of the NS-27899 AIRCRAFT STRUCTURES Dynamic structural servoiristic stability testing of the NS-27899 AIRCRAFT STRUCTURES Dynamic structural servoiristic structural structures under the properties of the stable and dynamic behavior of structures made of carbon-research advanced ND techniques for composite primary structures P 155 N84-10215 Advanced ND techniques for composite primary structures Defect of defects on accraft composite structures Diffect of defects on accraft composite structures Defect of defects on accraft composite structures Defect of components in the manufacture of large CFC structures and work associated with defects, demage and reposer of CFC components 155 N84-10221 Estimated analysis of the aeroelastic behavior of tail control of tail control of the design stage and reposer of CFC components and future developres of primaric stability research at NAE, Ortawa 168-1021-1031-1031-1031-1031-1031-1031-1031	Aerodynamic design for overall vehicle performance or 20 M84 1231 Application of computational procedures in aerodynamic design procedures in aerodynamic design procedures in aerodynamic design procedures in aerodynamic procedures in aerodynamic design procedures in aerodynamic procedures in aerodynamic design procedures in aerodynamic procedures in 20 M84-1351 M85-1361 M85-2351 M85-1371 M84-1351 M85-1371 M84-1371
A self-organising control system for non-linear accraft dynamics p. 147. M86.27258 Application of CFO techniques forwlard the validation of nonlinear aerodynamic models p. 148. M86.27265 Visual capabitities restated to highter accree performance in the F14 and adversary accraft p. 227. M86.00321 Vision test battery threshold and response time as predictors of act our avisual target acquisition in F14 and adversary accraft p. 227. M85.00321 Allocation of the control testing on a transport accraft configuration in a large some tunnel p. 123. M85.26750 AIRCRAFT NOBE. APPROPRIATE TORIES. APPROPRIATE ACCUSATION OF TRANSPORT O	AIRCRAFT STABILITY Determination of performance and stability characteristics from dynamic manosevers with a transport arcraft using parameter dentification techniques p. 41 N84-34400 A perspective on superaugmented infight control advantages and problems p. 128 N85-27866 Demonstration of released static stability on a commercial transport Resistation of released static stability on a commercial transport AIRCRAFT STRUCTURES Dynamic structural seroelestic stability testing of the XV-15 bit rotor research ercraft p. 128 N85-27896 AIRCRAFT STRUCTURES Dynamic structural seroelestic stability testing of the XV-15 bit rotor research ercraft p. 12 N83-30376 Ground and light test techniques used for proof of structural integrity of the Tomado combat arcraft p. 128 N83-30377 The influence of fabrication Rows on the static and dynamic behavior of structures made of carbon-resen composites p. 154 N84-10215 Advanced ND techniques for composite primary structures p. 155 N84-10221 Effect of defects on arcraft composite structures The engineering significance of defects and damage in composite structures The engineering significance of defects on SN84-10221 Effect of defects on arcraft composite structures Defect occurrences in the manufacture of large CFC structures and work associated with defects, demage and repear of CFC components p. 16 N84-11121 Aeroelasticity and ophimization at the design stage p. 16 N84-11131 Recent developments and future derections in dynamic stability research at N84-10140 Dynamic stabi	Aerodynamic design for overall vehicle performance p. 20. N/84, 123. Application of computational procedures in aerodynamic design. P. 20. N/84, 123. Application of computational procedures in aerodynamic design. P. 20. N/84, 123. Numerical simulation of stalling flows by an integrit equation method. P. 20. N/84, 123. Miller of the procedures in the case of the case 10.2/DO/ Individual procedures are computational p. 10. N/82, 123. Noradiabatic model wall effects. Or transcore. are performance in a cryogenic wind furnity of the performance in a cryogenic wind furnity of the performance in a cryogenic wind furnity. P. N/82, 123. Recent advances in computational methods to solve height furthic score procedures. P. 15. N/85, 127. Invisiod compressable flow past a multi-eleme p. 15. N/85, 127. Turbulent bubbles behind airfords and wings at high angol attack. P. 12. N/85, 127. Design studies of thick taminar flow arfords to low spee figit employing surcluent boundary super succision over in the part. A dence p. 15. N/85, 167. Perportation sumbers below 5 million. P. 53. N/85, 167. Transcore. Umsteady Aerodynamics and ins Aerocalast. Applications. P. 13. N/85, 127. Los performance with transcore unsteady transcore flow on solidating arrival in p. 18. N/85, 241. Experience with transcore caredynamic forces of aerosia and wings from the Euler equations. P. 18. N/85, 241. Los Reynolds number vehicles. According from the Euler equations. P. 18. N/85, 241. ACAMDA-C-281 p. 18. N/85, 241. ACAMDA-C-281 p. 18. N/85, 241. ACAMDA-C-281 p. 18. N/85, 241. Acamba-C-286 p. 18. N/85, 241. Automatic flight control modes for the AFTI(F. 11). Some approaches and contribution of p. 18. N/85, 241. Automatic flight control modes for the AFTI(F. 11). Some approaches and contribution of the p. 18. N/85, 241. Automatic flight control modes for the AFTI(F. 11). Some approaches and contribution of the p. 18. N/85, 241.
A self-organising control system for non-linear accraft dynamics p. 147. M86.27254 Application of CFO techniques forwlard the validation of nonlinear aerodynamic models p. 18. M86.27265 Visual capabilities related to lighter accrees performance in the F1.4 and adversary acrait p. 227. M86.30321 Vision fest battery threshold and response time as predictors of air-to-air visual target acquisition in F1.14 and adversary acrait p. 227. M86.30321 AIRCRAFT MODELS Wing buffering active control testing on a transport aeroral configuration in a large some tunnel p. 123. M85.26750 AIRCRAFT MODELS Aeroscoustic noise measurements in wind tunnel p. 35. M84.23584 Aeroscoustic noise measurements in wind tunnel p. 35. M84.23584 Aeroscoustic noise measurements in wind tunnel p. 35. M84.23584 Aeroscoustic noise measurements in wind tunnel p. 35. M84.23584 Aeroscoustic noise measurements in wind tunnel p. 35. M84.23584 Aeroscoustic noise measurements in wind tunnel p. 35. M84.23584 Aeroscoustic noise measurements in wind tunnel p. 35. M84.23584 Aeroscoustic noise measurements in wind tunnel p. 35. M86.23584 IAGARD-CP-366] I Technical evaluation report on the Fkad Dynamics Panel Symposium on Aerodynamics and Acoustics of Propellers I AGARD-AR-213] US Army helicopter operational litight loads Helicopter data acquisition in WHL p. 46. M85.15675 AMRCRAFT PERFORMANCE Integration of Fire Conitrol. Fight Control and Propulsion Control Systems I AGARD-CP-349] ABBERGRAFT PERFORMANCE Integration of Fire Conitrol. Fight Control and Propulsion Control Systems I AGARD-CP-349] ABBERGRAFT PERFORMANCE I P. 184.25637 AIRLAB A laboration y for flight-incucial-electronics system research P. 48.25637 AIRLAB A laboration y for flight-incucial-electronics system research P. 69. M85-27245 Demonstration of relaxed static stability on a commercial Independent of the Control of Propulsion of oreigned that accurate the plan of power requirements.	AIRCRAFT STABILITY Determation of performance and stability characteristics from dynamic manosevers with a transport arcraft using parameter dentification techniques A perspective on superaugmented fight control advantages and problems p 12 N85-27866 Demonstration of relaxed state stability on a commercial transport Problems p 126 N85-27898 Realisation of relaxed state stability on a commercial transport ANDRAFT STRUCTURES Dynamic structural serveliates transport transport AVI of the food research acreas p 12 N85-27899 AIRCRAFT STRUCTURES Dynamic structural serveliates transport problems of the N85-27899 AIRCRAFT STRUCTURES Dynamic structural serveliates transport problems of the N85-27899 AVI of the food research acreas p 12 N85-30376 Ground analysis of the food combast control structural analysis of the N84-10215 AVI of the food research acreas p 12 N85-30376 The influence of stabication flows on the static and dynamic behavior of structures made of carbon-research composite prinsprint composite prinsprint composite programs structures p 155 N84-10215 Advanced ND techniques for composite prinsprint curries The significance of defects and damage in composite prinsprint curries p 155 N84-10221 The engineering significance of defects in composite structures Defect of defects on accraft composite structures Defect of components p 155 N84-10221 Effect of defects on accraft composite structures Defect of components p 155 N84-10221 Recent developments and future development of the design stage and repose of CFC components p 155 N84-10221 Aeroelasticity and optimization at the structure p 155 N84-10221 Recent developments and future developments of prinsprint fabrical analysis of the aeroelastic behavior of the design stage and 156 N84-23582 Operational Loado Data [AGABD-CP-375] P 48 N85-15670 Advanced languer monitioning on service accraft P 45 N85-15670 Advanced languer monitioning on service accraft P 45 N85-15670	Aerodynamic design for overall vehicle performance 220 M84 1231 Application of computational procedures in aerodynamic design procedures in aerodynamic procedures in aerodynamic design procedures design procedures in aerodynamic design procedures designed procedures desi
A self-organising control system for non-linear accraft dynamics p. 147. M86.27256 Application of CFO techniques forwlard the validation of nonlinear aerodynamic models p. 18. M86.27265 Visual capabities related to lighter accrees performance in the F1.4 and adversary acrait p. 227. M85.03021 Vision fest battery threshold and response time as predictors of air-to-air visual target acquisition in F1.14 and adversary acrait p. 227. M85.03021 ARICRAPT MODELS Wing buffering acrive control testing on a transport advartal configuration in a large some tunnel area for a control testing on a transport advartal configuration in a large some tunnel p. 123. M55.26750 ARICRAPT MODEL Aerodoustic noise measurements in wind tunnel Aerodynamics and Acoustics of Propeleirs J. AGARD-CP-366] J. P. D. M85.11147 Technical evaluation report on the Fkad Dynamics Panel Symposium on Aerodynamics and Acoustics of Propeleirs J. AGARD-AR-213] US Army helicopter operational flight loads Helicopter data acquisition in WHL J. P. 68. M85.15675 ARICRAPT APRTS US Army helicopter operational flight loads Helicopter data acquisition in WHL J. P. 68. M85.15675 ARICRAPT REPROPRIESANCE Integration of Fire Control. Flight Control and Propulsion Control Systems J. AGARD-CP-349] AULILIARY Developments Aurillary Developments Aurill	AIRCRAFT STABILITY Determination of performance and stability characteristics from dynamic manosevers with a transport arcraft using parameter dentification techniques p. 41 N84-34400 A perspective on superaugmented infight control advantages and problems p. 128 N85-27866 Demonstration of released static stability on a commercial transport Resistation of released static stability on a commercial transport AIRCRAFT STRUCTURES Dynamic structural seroelestic stability testing of the XV-15 bit rotor research ercraft p. 128 N85-27896 AIRCRAFT STRUCTURES Dynamic structural seroelestic stability testing of the XV-15 bit rotor research ercraft p. 12 N83-30376 Ground and light test techniques used for proof of structural integrity of the Tomado combat arcraft p. 128 N83-30377 The influence of fabrication Rows on the static and dynamic behavior of structures made of carbon-resen composites p. 154 N84-10215 Advanced ND techniques for composite primary structures p. 155 N84-10221 Effect of defects on arcraft composite structures The engineering significance of defects and damage in composite structures The engineering significance of defects on SN84-10221 Effect of defects on arcraft composite structures Defect occurrences in the manufacture of large CFC structures and work associated with defects, demage and repear of CFC components p. 16 N84-11121 Aeroelasticity and ophimization at the design stage p. 16 N84-11131 Recent developments and future derections in dynamic stability research at N84-10140 Dynamic stabi	Aerodynamic design for overall vehicle performance p. 20. N/84, 123. Application of computational procedures in aerodynamic design. P. 20. N/84, 123. Application of computational procedures in aerodynamic design. P. 20. N/84, 123. Numerical simulation of stalling flows by an integrit equation method. P. 20. N/84, 123. Miller of the procedures in the case of the case 10.2/DO/ Individual procedures are computational p. 10. N/82, 123. Noradiabatic model wall effects. Or transcore. are performance in a cryogenic wind furnity of the performance in a cryogenic wind furnity of the performance in a cryogenic wind furnity. P. N/82, 123. Recent advances in computational methods to solve height furthic score procedures. P. 15. N/85, 127. Invisiod compressable flow past a multi-eleme p. 15. N/85, 127. Turbulent bubbles behind airfords and wings at high angol attack. P. 12. N/85, 127. Design studies of thick taminar flow arfords to low spee figit employing surcluent boundary super succision over in the part. A dence p. 15. N/85, 167. Perportation sumbers below 5 million. P. 53. N/85, 167. Transcore. Umsteady Aerodynamics and ins Aerocalast. Applications. P. 13. N/85, 127. Los performance with transcore unsteady transcore flow on solidating arrival in p. 18. N/85, 241. Experience with transcore caredynamic forces of aerosia and wings from the Euler equations. P. 18. N/85, 241. Los Reynolds number vehicles. According from the Euler equations. P. 18. N/85, 241. ACAMDA-C-281 p. 18. N/85, 241. ACAMDA-C-281 p. 18. N/85, 241. ACAMDA-C-281 p. 18. N/85, 241. Acamba-C-286 p. 18. N/85, 241. Automatic flight control modes for the AFTI(F. 11). Some approaches and contribution of p. 18. N/85, 241. Automatic flight control modes for the AFTI(F. 11). Some approaches and contribution of the p. 18. N/85, 241. Automatic flight control modes for the AFTI(F. 11). Some approaches and contribution of the p. 18. N/85, 241.

AIRFRAME MATERIALS

Computational aspects of unsteady flows
p 144 N86-27232 Review of SMP 1984 Symposum on Transonic Unsteady Aerodynamics and its Aeroelastic Applications
Aerodynamics and its Aeroelastic Applications p 144 Ne6-27236
Unsteady vortex airfoil interaction p 145 N86-27240 Bifurcation theory applied to aircraft motions
D 146 N86-27230
Unsteady interactions of transoriic airfolis with gusts and concentrated vortices p 148 N86-27261
Modelling of the vortex-surfall interaction p 148 N86-27262
Conling techniques for gas turbine airfolfs: A survey
n 111 N86-29624
ANFRAME MATERIALS Hardware-in-the-loop simulation techniques used in the development of the Sea Harrier avionic system
development of the Sea Harner avionic system p 27 N84-15071
Composite structure repair (AD-A141456) p 155 N84-31300
[AD-A141456] p 155 N84-31300 Fabgue Crack Topography [AGAPD-CP-376] p 199 N85-24321 AMFRAMES
AIRFRAMES
Lessons from Tornado atterbody development p 10 N83-30366
Evaluation of small cracks in airframe structures
Behaviour of Short Cracks in Airtrame Components
Behaviour of Short Cracks in Arthame Components [AGARD-CP-328] p.158 N83-34095 Engine/airframe interference p.21 N84-12085
Engine-airtrame interrerence enects
p. 21 N84-12086 Influence of the airframe on the performance of antennas for aviorics p.167 N84-12372
Uninstalled aero engine testing in operation in the Royal Air Force Auriland developments to reduce strategic materials usage p. 150 N84-33475
Manufacturing developments to reduce strategic
The Influence of Large Scale Computing on Aircraft
Structural Design [AGARD-R-706] p 90 N85-10040
On the aerodynamics of installed propellers
Evit scale Bight and model scale wind hinnel tests on
the nearfield noise characteristics of aircraft propellers p.74 N86-11172
AIDI INE OPERATIONS
Air Traffic Control in Face of Users' Demand and Economy Constraints
Economy Constraints (AD-A127146) p 85 N83-22177 The airline facing the present crisis
n A6 NA3-22180
Air traffic services in Portugal. Civil-military coordination
aspects p.86 N83-22183 Management and planning concepts
p 86 N83-22185
AIRPORT SECURITY Missile system for low attitude air defence
p 142 N84-31255
The application of high-performance integrated circuits
AMPORT SURFACE DETECTION EQUIPMENT The application of high-performance integrated circuits for arport fire control raders p 192 N85-28369 AMPORTS
Missile system for low altitude air defence p 142 N84-31255
AIRSHIPS
Some trends in airship technology developments (AGARD-R-717) p 17 N84-12050
Manager and value concepts for modern probelled.
(NASA-TM-87461) p 63 N85-25170
ighter-than-ar vehicles p.63 N85-25170 INASA-TM-87461 p.63 N85-25170 ARRS-RC ACK A UK NATS view of the air traffic management requirements in the next decade p.85 N83-22178
requirements in the next decade p bb No3-22176
The arkne facing the present crais p 86 N83-22180 Air traffic services in Portugal p 96 N83-22182 Air traffic services in Portugal: Civil-mitiary coordination assects p 86 N83-22183
Air traffic services in Portugal p 86 N83-22162 Air traffic services in Portugal: Civil-miktary coordination
AIDORES
Airspeed and wind shear measurements with an airborne CO2 CW laser p 14 N83-34898
CO2 CW laser p 14 N83-34898 Using an airborne CO2 CW laser for free stream airspeed
Using an airborne CO2 CW laser for free stream airspeed and windshear measurements p. 44 N84-34417. Recent methods for calibrating the anemometry of
helicopters at low speeds p 56 NB5-16809
ALASKA Propagation characteristics of medium frequency
Apparation characteristics of medium frequency skywave aignals from the continental US and Canada received at Fairbenks, Alaska p 183 N88-27548
AI FRIMFER
The effects of sleep loss and sustained mental work: implications for command and control performance.
p 208 N84-21069
Adaptation to irregularity of rest and activity p 206 N84-21070
Some resum in research on effects of sustained work

LGORITMAS NASA/RAE collaboration on nonlinear control using the	AMPLITUDES Suntilation modelling and m
F-8C digital fly-by-wire arcraft p 3 N83-22109	remote sensing stant paths
Techniques for automatic speech recognition	New aspects improving th
p 165 N83-34183	FC/2-Ladio Lenth Hurr Open
Analytic redundance management for flight contro	
sensors p 14 N83-34900	spectrum
Application of computational procedures in aerodynamic design p 20 N64-12076	
design p 20 N84-12070 Adaptive protection of detection systems operating by	
spread spectrum p 202 N84-15652	results ANALOG TO DIGITAL CONVERT
A filtered attitude determination system for spacecraft	Some propagation experimen
measurement and control p 139 N84-24613	2 techniques for insuct-sucht digit
Advances in strapdown inertial systems: Introduction and overview p.87 N84-2569:	,
Strapdown system algorithms p.87 N84-2569	Monolithic 5 bit subconverte resolution A/O conversion syste
Application of multifunction strandown mertial system	AMENANTERS
p 88 N84-2569	8 Anomoherometro: systems fo
Impact of new computing systems on computational mechanics and flight-vehicle structures technology	architecture for air data syste
p 91 N85-1004	2 Exploration of arterial fun
High accuracy Doppler navigation employing optimus	77 determination Application to
integrated position fix information p 55 N85-1680	3 medicine
A flight management algorithm and guidance to	ANGLE OF ATTACK
fuel-conservative descents in a time-based metered a traffic environment. Development and flight test results	Flutter and steady/u characteristics of supercritical a
p 62 N85-2235	6 wings
Redundancy management of syctronous ar	Id The high angle of attack bet
asynchronous systems p 129 N86-2040	Correlation between prediction
Design issues in data synchronous systems p 129 N86-2040	arcraft
A high performance chip set implementation of a fini	The use of free-flight mo departure control
impulse response filter p 189 N86-283:	Aspects of correlation in the
High speed digital image processing functions for	a effects from complimentary tec
realtime synthetic apenture radar processor p 189 N86-283	angles
The malestation of many processing significant	
p 191 Ne6-263	64 Computational vortex flow a
A floating point processor for missile guidance	
p 191 Nets-283	
ALIGNMENT Liquid crystal displays p 97 N83-304	20 the 1980s
Liquid crystal displays p 97 N83:304 ALL-WEATHER AIR NAVIGATION	20 implications of guidance as human factors considerations
Coverage and buildup of the Navstar constellation	Recent developments in 100
p 233 N85-207	64 arcost continuations at NAS
Guidance-Control-Navigation Automation for Nig	in
All-Weather Tactical Operations [AGARD-CP-387] p 88 N86-263	A self-organising control sy
Automation and pilot interactions in night of all-west	OF AMOUNT AR ACCELERATION
tachcai conrations p 88 N86-263	119 influence of oravitoinerii
Synthetic real-time relief display all-weather airbo	magnitude of conolis cross-co
missions p 89 N86-263	
The wide field helmet mounted display p 89 N86-263	Results of a longitudinal str
ALL-WEATHER LANDING SYSTEMS	during Naval flight officer tras ANGULAR RESOLUTION
Development and flight test of a helicopter compa	ict. Image dissector tube s
portable, precision landing system concept	Advantages and drawbacks
p 58 N85-168	
p 58 N85-168	charge transfer device star to ANISOTROPY
p 58 N85-168 ALLOYS Management of Corrosion	charge transfer device star tr ANISOTROPY Liquid crystal displays
p 58 N85-16t Management of Corrosion [AGARD-LS-141] p 156 N85-33: Corrosion management strategies for arcraft and rela	charge transfer device star tr ANISOTROPY Liquid crystal displays ANNUAL VARIATIONS Ited
p 58 N85-16t Management of Corrosion [AGARD-LS-141] p 156 N85-33 Corrosion management strategies for arcraft and relativishing p 156 N85-33	charge transfer device star tr ANISOTROPY Liquid crystal displays ANNUAL VARIATIONS Ited
ALLOYS Management of Corrosion IAGARD-LS-141] P 156 N85-33: Corrosion management strategies for arcraft and religions p 156 N85-33. Management of the military environment	charge transfer device star tr ANSOTROPY Liquid crystal displays ANNUAL VARIATIONS Diversity reception of COI beacons in convective rain 1981
ALLOYS Management of Corrosion [AGARD_LS-141] Corrosion management strateges for arcraft and relegystens p. 156 Maintenance and the military environment p. 157 Meintenance and the military environment	charge transfer device star tr ANISOTROPY Liquid crystal displays ANNIAL VARIATIONS Diversity reception of COI beacons in convective rain 1981 Workharde experience of its
ALLOYS Management of Corrosion [AGARD.LS-141] p 156 N85-33 Corrosion management strategies for arcraft and relia systems p 156 N85-33 Maintenance and the military environment p 157 N85-33 Protective systems and maintenance poticines for ma	charge transfer device star tr ANISOTROPY Liquid cristal displays ANNUAL VARIATIONS Diversity reception of COI beacons in convective rain 1981 Worldwide experience of w
ALLOYS, Management of Corrosion IAGARD-LS-141] Corrosion management strategies for arcraft and religysters Mentenance and the military environment Mentenance and management and religysters Mentenance and management Protective systems and maintenance policies for management environments ALPMA_EF_ABSCRAFT ALPMA_EF_ABSCRAFT	charge transfer devoce star tr ANISOTROPY Loud crystal displays and transfer devocation of COI beacons in convictive ran 1981 Worldwide experience of it Vanability of transcrinceship letitudes rans volume
ALLOYS Management of Corrosion [AGARD_LS-141] Corrosion management strategies for arcraft and relay systems p 156 N85-33 Maintenance and the military environment p 157 N85-33 Protective systems and maintenance policies for maintenance and maintenance policies for maintenance and maintenance policies for maintenanc	charge transfer devoce star tr ANISOTROPY Loud crystal displays AMMLA VARIATIONS Diversity reception of Col Secons in convective rair 1981 Worldwide experience of it Vanability of transcinosphi latitudes near solar minimum
ALLOYS Management of Corrosion IAGARD-LS-141] Corrosion management strategies for arcraft and expensions p. 156 N85-33. Ministeriance and the military environment N85-33. Ministeriance and the military environment N85-33. Protective systems and maintenance potions for maintenance potion	charge transfer device star tr ANISOTROPY Liquid crystal displays ANNAL VARIATIONS Diversity reception of COI beacons in convective rar 1981 Workdwide experience of it Vanability of transportsphil latitudes near solar minimum ANIMULAR FLOW Effects of a shewed inlet
ALLOYS Management of Corrosion [AGARD_LS-141] p 156 N85-33 Corrosion management strategies for arcraft and relay systems p 156 N85-33 Maintenance and the military environment p 157 N85-33 Protective systems and maintenance potices for maintenance and the military environments p 157 N85-33 Protective systems and maintenance potices for maintenance and filling for correlation on the Alpha_Jet experime arcraft with a transonic wing A companison between the proteomatics.	charge transfer devoce star tr ANISOTROPY Loud crystal displays AMMULA VARIATIONS Diversity reception of Col beacons in convective rai 1981 Worldwide experience of it Vanability of transcinosphi latitudes near solar minimum ANINULAR FLOW Effects of a skewed niet
ALLOYS Management of Corrosion 1,AGARD.LS-141] Corrosion management strateges for accraft and relay systems Maintenance and the military environment Protective systems and maintenance policies for an environments Protective systems and maintenance policies for maintenance and the military environments Protective systems and maintenance policies for maintenance and maintenance policies for maintenance and military and policy for a protective and policy for a protective accraft with a tensorie weight A companion between unnet and flight results for aerodynamic performance turned and flight results for aerodynamic performance.	charge transfer devoce star tr ANISOTROPY Liquid crystal displays ANNUAL VARIATIONS Diversity reception of COI 205 beacons in convective rair 1981 Worldwide experience of it Vanability of transcription ANNULAR FLOW Effects of a skewed inlet the 3-D flow field in an annument
ALLOYS Management of Corrosion 1,AGARD.LS-141] Corrosion management strategies for accraft and systems systems Meintenance and the military environment Systems Protective systems and maintenancie policios for an environment P157 NB5-33 ALPHA, MECRAFT ALPHA, M	charge transfer devoce star tr ANISOTROPY Liquid crystal displays ANNAL VARIATIONS Diversity reception of COI beacons in convective rais 1981 Worldwide experience of it Variablety of transionosphi latitudes near solar minimum ANNAL AFFLOW Effects of a skewed intel 311 32-0 flow field in an annu
ALLOYS Management of Corrosion [AGARD_LS-141] Corrosion management strategies for arcraft and relativistics systems. Ministeriance and the military environment protective systems and maintenance potentials for the military environment. p. 157 Protective systems and maintenance potentials for the military environments. ALPHA_JET_AIRCRAFT Ground/light correlation on the Alpha-Jet experime arcraft with a transforce wing. A companison between tunnet and flight results for aerodynamic performance. p. 99 N83-30 Ground/light correlation on the Alpha-Jet experime arcraft with a transforce wing. A companison of the results of experimental control of the Alpha-Jet expe	charge transfer devoce star tr ANISOTROPY Loud crystal displays AMMULA VARIATIONS Diversity reception of Col Seacons in convective rain 1981 Worldwide experience of it Vanability of transionosphilabitudes near solar minimum ANILAR FLOW Life of the field in an annu Annulus wall boundary compressor stage, including
ALLOYS Management of Corrosion IAGARD.LS-141] Corrosion management strateges for accraft and relay systems Meintenance and the military environment Protective systems and maintenance policiosis for an environments Protective systems and maintenance policiosis for maintenance policiosis for maintenance policiosis for maintenance and agrantenance policiosis for maintenance and agrantenance policiosis for maintenance and agrantenance and policiosis policios policiosis policios	charge transfer devoce star tr ANISOTROPY Liquid crystal displays AMNLAL VARIATIONS Diversity reception of Col beacons in convective rain 1981 Worldwide experience of w Variability of transionosphi latitudes near solar minimum AMNLAR FLOW Effects of a skewed intel the 3-0 flow held in an annu Annulus wall boundary compressor stage, including
ALLOYS Management of Corrosion [AGARD_LS-141] p 156 N85-33 Corrosion management strategies for arcraft and relay systems p 156 N85-33 Maintenance and the military environment p 157 N85-33 Protective systems and maintenance potentials for maintenance potentials for maintenance potentials for maintenance potentials for MS-33 ALPHA JET AIRCRAFT Ground/light correlation on the Alpha-Jel experime arcraft with a transonic wing A companison between tunnet and flight results for aerodynamic performance p 9 N83-30 Ground/light correlation on the Alpha-Jel experime arcraft with a transonic wing A companison of the resistence distribution and local wake survey from analytic will be prossure distribution and local wake survey from analytic and PMANIMERIC CHARACCTERS	charge transfer devoce star tr ANISOTROPY Loud crystal displays AMMULA VARIATIONS Diversity reception of Col Deacons in convective rain 1981 Worldwide experience of it Worldwide experience of it Vanability of transionosphilatitudes near solar minimum ANNULAR FLOW Effects of a shewed intel the 3-D flow field in an annu- nitial Annulus wall boundary compressor stage, including
ALLOYS Management of Corrosion IAGARD.LS-141] Corrosion management strategies for arcraft and relay systems. Meintenance and the military environment protective systems and maintenance polices for maintenance polices	charge transfer devoce star tr ANISOTROPY Loud crystal displays AMNUAL VARIATIONS Diversity reception of COI beacons in convective rain 1981 Worldwide experience of it Vanabisty of transcriosphi latitudes near solar minimum AMNUAL RF LOW Effects of a skewed inlet initial Annulus wall boundary compressor stage, including ANOMALIES Statistical data on anol
ALLOYS Management of Corrosion [AGARD_LS-141] p 156 N85-33 Corrosion management strategies for arcraft and relay systems p 156 N85-33 Maintenance and the military environment p 157 N85-33 Protective systems and maintenance potentials for maintenance potentials for maintenance potentials for maintenance potentials for MS-33 ALPHA JET AIRCRAFT Ground/light correlation on the Alpha-Jel experime arcraft with a transonic wing A companison between tunnet and flight results for aerodynamic performance p 9 N83-30 Ground/light correlation on the Alpha-Jel experime arcraft with a transonic wing A companison of the resistence distribution and local wake survey from analytic will be prossure distribution and local wake survey from analytic and PMANIMERIC CHARACCTERS	charge transfer devoce star tr ANISOTROPY Loud crystal displays ANNAL VARIATIONS Diversity reception of Col beacons in convective rain 1981 Worldwide experience of it Vanabistry of transionosphi latitudes near solar minimum ANNALAR FLOW Effects of a skewed inlet from the color of the color of the color of the color 361 Annulus wall boundary compressor stage, including ANOMALIES Statistical data on anot Tyrrhenian Sea using an X-t

Falloue crack topography and crack growth analysis — wrought and cast alturnium p 201 N85-24333 ALLMINIUM ALLON (1994) ALL

AMMONUM PERCHLORATES
The heat sensitivity of solid propellants
p 60 N85-17043

AMPLIFIERS
A spectral emission mask for digital troposphene scatter transmission p 165 N83-30907

neasurement A tool for p 163 N83-30898 as availability of digital uced from inde-band c p 184 N83-30901 across the entire HF p 164 N83-30902

control system: Issues and p 42 N84-34403 ITERS intial results on protection tal systems p 175 N85-19286 For for high speed, high lems p 189 N86-28354

or next generation aircraft lems p.2 N83-22101

action using Doppler flow aeronautical and space p 211 N84-21091

p 211 N84-21091
unsteady serodynamic and conventional transport in p 117 N82-2218
shawor of a combat acrash or and flight: -- Marga 2000
p 10 N83-3036 odels for the prediction of p 10 N83-3036 he identification of dynamic concepts of the prediction of the p 10 N83-3037 all flow at Impersories speeds p 78 N84-12114
serodynamics p 78 N84-12117
nd evaluation incorringing for the p 141 N84-34399
and control technology on the p 145 N86-27224 cystem for non-linear acrash p 147 N86-27259
trait force level on accept the p 147 N86-27259

trial force level on apparent oupled angular accelerations p 214 N85-20644 ludy of airsickness incidence ning p 215 N85-20649

star trackers performance. as compared to those of rackers p 138 NB4-24606

p 97 N83-30420

MASTAR 19/29 GHz satelite in climate of Flonds, 1978 -p.163 N83-30897 wind shear during 1961-1962 p.29 N84-15087 henc signal time delay at high m. p.181 N86-27536

end wall boundary layer on dar turbine cascade p 102 N84-16202 layer development in a the effects of tip clearance p 103 N84-1620?

maious propagation in the band link

p 205 N84-15668

A long range propagation experiment to investagate the incidence of anomatious propagation in the north Atlantic p. 205 N84-15699.

Selection and medical testing of Mirage 2000 priots. Report of echocardiography p. 225 N86-30314. The use of ECG changes caused by acceleration as tolerance prediction factors p. 226 N86-30316. Senativity to color contrasts and the selection of navygator personnel. P. 227 N86-30318. ANTENINA ARRAYS.

Contending with jarmining in decametric waves in an adaptive system of all-deschonsi antennas. N84-15653. Oversiers of RADC adaptive antenna developments to

Overview of RADC adaptive antenna developments for communications p.177 N65-19299

mmunications
High latitude spatially adaptive propagation experiment p 183 N66-27544 High latitude systems — p 183 Neo-21 on p 183 Neo-21 on p 183 Neo-21 on p 184 Neo-27553

Some results in research on effects of sustained work and sleep lose on performance p 208 N84-21071

SUBJECT INDEX		A I MOSPHERIC MOISTONE
A systolic array for high performance adaptive	Certification experience of the Jaguar Ry-by-wire	ARMED FORCES (UNITED STATES)
beamforming p 189 N66-28356 Processing requirements for rader digital beamforming	demonstrator arcraft integrated flight control system p 31 N64-15095	Tactical operations and space applications p 231 N85-20752
p 190 N66-26367	Open systems interconnection for the defence	US MILSATCOM Present and future p 232 N86-20753
NTENNA DESIGN The Performance of Antennas in Their Operational	Simulation acceled to the assonics system testing in the	Makery applications of meteorological satellite
Environment	F/A-18 p.42 N84-34409 General Integrated Multipurpose Inflight Calibration	(METSAT) data p 234 N65-20767
[AGARD-LS-131] p 166 N64-12367 Scale modelling and full scale measurement techniques	System (GIMICS) p 44 M84-34420	A review of fatality, impairment of consciousness, and head/neck injury on USAF ejections 1971 - July 1983
with nesticular reference to antennes in their operational	Aerospatiale's experimentations of vectorization on supercomputers for aircraft structural problems	p 217 N05-21974
environments p 166 N84-12368 Interaction of antennas with masts under special	p 90 N85-10041	ARRHYTHMA Verancular pre-excitation syndromes
consideration of the sensitivity and nonlinear effects in	impact of new computing systems on computational mechanics and flight-vehicle structures technology	p 210 N84-21084 Continuous ECG monitoring by the Holter method
ship borne receiving systems p 167 NS4-12371	p 91 N65-10042 Built-in test and sell repair mechanisms in a digital	p 210 NB4-21086
tor amonics p 167 N84-12372	correlator integrated circuit p 48 N65-16741	The Higher method in aeroneutical medicine p.210 N84-21087
Numerical modeling techniques for half-space (ground) problems p 167 N84-12374	Hardware/software codesign for maintainable systems p 50 N85-16753	ARTERIES
Numerical modelling methods for predicting antenna	Evolution toward a multi-bus architecture for Army	Exploration of arterial function using Doppler flow determination. Application to aeronautical and space
performance on arcraft p 166 N64-12375 Effects of nonlinear loads on antennas and scatterers	Navigation: Accounting for copy p 66 N95-26641	medicine p 211 N84-21091
p 166 N64-12376	A modular desimilar redundant computer dissigned for high integrity control p 123 N85-26751	Analysis of the transient response of temporal artery blood floor data relative to various anti-G suit pressure
ANTENNA RADIATION PATTERNS Equipment Antenna systems p 159 NG3-30866	A modular desimilar redundant computer designed for	schedules p 229 NB5-19860
Signal and noise variability in high frequency skywave radio-particle planning p 161 N63-30661	high integrity control p 127 N85-27904 Fault Tolerant Hardware/Software Architecture for Flight	ANTWICIAL INTELLIGENCE Avionics fault tree englysis and artifical intelligence for
Propension data for VHF planning in the UK area	Critical Function (AGARD-LS-143) p 128 N88-20399	future aircraft maintenance p 50 N85-16755
p 164 NB3-30903	Introduction to Lecture Sense No. 143: Fault tolerant	Status and prospects of computational fluid dynamics for unsteady transpric flow p 64 N85-25180
Contending with jamming in decametric waves in an adaptive system of all-directional antennas	hardware/software architectures for hight critical functions p 128 N86-20400	Artificial Intelligence and Pobolics (AGARD-LS-142) p 197 N86-19627
p 202 NB4-15653	Digital fly-by-wire experience p 129 N66-20401	Robotics: Past, present, and future
the NVtS mode p 56 N85-18807	p 129 N86-20405	p 197 N66-19628
Technical evaluation report on the FDP Symposium on Flight Test Techniques	Multi-computer tault tolerant systems using Ada p 129 N96-20406	Sensory feedback structures in robotics p 198 N86-19633
[AGARD-AR-208] p 91 N85-21157	Course insules in data synchronous systems	The impact of artificial intelligence on airborne mentione reconnaissance p 193 N66-28374
A systolic array for high performance adaptive beamforming p 189 N86-28356	p 129 M66-20407 Design validation of fly-by-wire flight control systems	reconnaissance p 193 N86-28374 ARTHRICIAL SATELLITES
Processing requirements for radar digital beamforming p 190 N86-28357	p 130 N86-20409	Recent HiLat results p 181 N86-27534
ANTERNAS	on Radar, Guidance and Avionics Systems	High-letitutde scintilletions using NNSS setalites p 182 N86-27540
Equipment: Antenna systems p 159 N83-30868 Gain patterns of microwave common carrier antennas	[AGARD-CP-380] p 187 N86-28337 Hardware and architecture design of VLSI systems	SHF/EHF ray bending p 182 N86-27541
p 165 NB3-30909	p 188 N96-28346	ASPECT RATIO An asymptotic theory for the interference of large aspect.
Calculation of ground wave attenuation over irregular, inhomogeneous, layered media using PROGRAM	VLSI control structures p 188 N86-26346 A high performance chip set implementation of a finite	ratio swept wings and multiple propeller elepatrosms p 73 NSS-11167
WAGNER p 166 N84-12369 Numerical modeling techniques for antennas	impulse response litter p 189 N86-28351 Radar signal processing with high speed LSI devices	ASPHYXIA
p 167 N84-12373	p 189 N86-28352	Basic cryogenics and materials p 133 N66-20417 ASSESSALER ROATINES
A technical solution to fadings in factical satellite digital transmissions p 177 N85-19297	High speed digital image processing functions for a realtime synthetic aperture rader processor	Software development: Design and resity p.4. N83-22114
Overview of FIADC adaptive antenna developments for communications p. 177 N85-19299	p 169 N86-28355	ASSEMBLING
ANTIGRAVITY	beamforming p 189 N86-28356	CRT install and secure stations for the generic monitor line p 198 NB6-19832
Analysis of the transient response of temporal artery blood flow data relative to various anti-G suit pressure	Processing requirements for rader digital beamforming p. 190 N86-26357	ASTRONAUTS
schodules p 229 N65-19660 ANTWORKEN E MISSILES	Two-level data-flow architecture for programmable	Experience of science astronaut on the Specials-1 mission p.218 M85-31807
A new concept for guiding missiles with an application	signal processing p 190 N66-28358 Mil-DAP: its architecture and role as a real time sirborne	ASYMPTOTIC METHODS An asymptotic theory for the interference of large aspect
to the ground-air system p 142 N84-31253	digital signal processor p 190 N86-28359	ratio award winos and multiple propalier sitestreants
Optically bistable devices using InSb p 236 N85-29758	p 191 N86-28364	p 73 N86-11167 ATMOSPHERIC ATTENUATION
ANTISHIP MISSILES	A floating point processor for missife guidance p 191 N86-28366	Fundamental imitations caused by RF propagation p 160 NB3-30674
F-16 Penguin anti-ship missile integration p 18 N84-12059	The impact of VHPIC on avionic system architecture.	Two types of errors made in prediction weve alteruation
ANTISHIP WARFARE	packaging and maintainability p 193 N86-26372 ARCTIC REGIONS	by rain p 168 N84-24945 A system to measure LOS atmospheric transmittence
Optimizing the specifications for an air-surface laser system p 66 N85-28644	Radar and intrared remote sensing of terrain, water resources, arctic sealics, and agriculture	et 19 GHz p 169 N64-24951
ANTIBUBMARINE WARFARE	p 202 N84-15651	Prediction of multipath fading on terrestrial microwave links at frequencies of 11 GHz and greater
The management of a large real-time military avionics project p 8 NB3-22144	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N64-24948	p 170 N64-24953
Flight test techniques employed in the Nimrod MR MK 2 weapon system performance trials p 43 N84-34410	VHF and UHF propagation in the Canadian high Arctic p 172 N84-24989	ATMOSPHERIC CONDUCTIVITY Conductivity profiles of the defurbed poler ionosphere
Development of a Helicopler integrated revioation	E.H.F. propagation measurements along satellite-Earth	from VLF reflection date p 186 N66-27560 ATMOSPHERIC DEFFUSION
system p 55 N85-16802 ANTITANK MISSILES	paths in the Canadian High Arctic p 182 N86-27542 ARGENTHIA	Advance officers by hydrometeoretrony. A mathematical
Design and simulation of an intelligent missile seeker p.2. N83-22100	Meteorological and oceanographic support during the	amulation p 162 N63-30890
APPLICATIONS PROGRAMS (COMPUTERS)	Felklands conflict p 234 N65-20769 APJANE LAUNCH VEHICLE	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N64-24948
Validation of missele system simulation (AGARD-AR-208) p 142 N66-27350	The ARIANE family p 235 N85-20774	Rhandeson proposition Wyough Clouds
APPROACH CONTROL	Numerical optical computing at the Ohio State	p 169 N64-24949 Limits of the propagation medium with respect to digital
Aspects of application of ACT systems for piot workload alleviation p 121 N85-28734	University p 239 N85-29775 ARIS (AMATOMY)	signal transmission p 172 MSS-19270
APPROXIMATION The role of aeroelesticity in the preliminary design of	Postural adjustments associated with arm movements	ducting system p 173 M85-19271
helicopter rotors p 16 N84-11130	in meightiereness p 220 N85-31813 AnsiED POINCES	A Hystematic characterization of the effects of
Numerical solutions for three-dimensional cases: Deta wings. p.83 N66-15264	Maintenance and the military environment p 157 NB5-33243	almospheric electricity on the operational conditions of
ARCHITECTURE (COMPUTERS)	ARMED PORCES (POREIGN)	AFORM p 29 N64-15086 ATMOSPHERIC MODELS
Anemoberometric systems for next generation aircraft architecture for air data systems p 2 1483-22101	Handling of hydracine in the Royal Denish Air Force p 213 N84 33014	Propagation Aspects of Frequency Sharing, Interference
integrated powerplant control systems and potential performance benefits p 18 NB4-12063	Conceptual model of critical requirements for effective	and System Diversity [AGAND-CP-332] p 160 1683-30873
Advanced Concepts for Avionics/Wespon System	paol performance in high performance aircraft p 230 N65-19663	Wind modelling for increased aircraft operational efficiency p 68 NRS-20052
Design, Development and Integration (AGARD-CP-343) p 21 N84-15034	A review of fetality, impairment of consciousness and	ATMOSPHERIC MONETURE
System architecture: Key to future avionics capabilities p.22 N84-15035	head and neck injury on Royal Air Force ejections 1988-1981 p 218 N65-21975	D-19 evaluating the height of tropospheno administration of evaporation p 171 164-24662
Opposition part (Mar. 1995)	•	

ATMOSPHERIC OPTICS

ATMOSPHERIC OFFICS Adaptive compensation for atmospheric turbulence	AURORAL ARCS F layer irregularities at plasmapause and auroral	Hydraulic generation of auxiliary power for the Mirage 2000 arrorati p 99 N84-12176
effects on optical propagation p 171 N84-24960	igetudes p 181 N86-27537	Optimization of engine power officials by secondary
Effects of atmospheric turbulence on optical	AURORAS	power system design p 99 N84-12177 Hot gas APU starter for advanced arcraft applications
ATMOSPHERIC PRESSURE	VHF-long-distance-propagation by auroral backscatter p 161 N83-30879	p 99 N84-12178
Flemate sensing of atmospheric pressure and sea state from satellites using short-pulse multicolor laser	Anomalous propagation behavior of radio signals at high	Cost efficient on board power for airline operation p 99 N84-12180
altimeters p 206 N64-15674	legitudes p 181 N83-30882 influence of ionospheno irregulanty shape and velocity	APU operational efficiency p 99 N84-12181
ATMOSPHERIC RADIATION	on the design of airborne satellite communications	Ground and inflight operational effects of APU's p 99 N84-12182
Blue-green propagation through clouds p 169 N64-24949	systems p 182 N66-27538	All-electric accessory drive systems: Implications on
ATMOSPHERIC REFRACTION	AUTOMATIC CONTROL Menagement and planning concepts	engine design and performance p 100 N84-12184 The 400 Hz generators evolution, effects on installation
Considerations pertinent to propagation prediction methods applied to airborne microwave equipment	p 86 N83-22185	arrangement* p 100 N84-12186 AVAILABILITY
p 172 N84-24970	Techniques for automatic speech recognition p. 185 N63-34183	
ATMOSPHERIC SCATTERING Ettect of multiple scattering on the propagation of light	Automatic speech recognition as a cockpit interface	A practical example of reducing life cycle costs and increased availability p 48 N85-16736
beams in dense nonhomogeneous media	p 14 N63-34899 Guidance and control research flight testing with HFB	AVERAGE
p 171 N84-24959 ATMOSPHERIC TURBULENCE	320 test arcraft p 62 N85-22355	Propulsion and Energetics Panel Working Group 14 on suitable averaging techniques in non-uniform internal
Correlation aspects in the identification of dynamic	AUTOMATIC FLIGHT CONTROL Advances in Guidance and Control Systems	flows
effects using complementary techniques flight in turbulence: Gust alleviation p 11 N83-30374	[AD-A125687] p 1 N83-22093	[AD-A133968] p 107 N86-24692 AVIONICS
The effect of turbulent atmosphere on backscattered	Microprocessor implementation of fast-sampling direct digital flight-mode controllers p.1 N83-22096	Software for Avionics
waves p 204 N84-15664	Digital implementation of a leaser active Right control	[AD-A127131] p.4 N83-22112 Avionic software design p.4 N83-22113
Adaptive compensation for atmospheric turbulence effects on optical propagation p 171 N84-24960	system with processed decoupled states p.2 N63-22096	Towards a ventable supervisor program for avionics
Effects of atmospheric turbulence on optical	Avionic software design p 4 N83-22113	software p.4. N83-22116 D.L.A.O. A support system for defining avionics
propagation p 171 N84-24961 Generation of two-dimensional gust fields in subsonic	Tornado flight control software validation: Methodology	software p.5 N83-22119
wnd-tunnels p 146 N86-27247	and tools p 7 N83-22135 Investigations on four-dimensional guidance in the	Implementing high quality software p 7 N83-22141
Effects of serodynamic legs on arcraft responses p 147 N66-27257	TMA p 87 N83-22187	The quality of avionics software: Specification and evaluation p.7 N83-22142
ATOMS	An integrated AFCS for the "PROFILE"-mode p 19 N84-12069	The management of a large real-time military avionics
Cavityless optical bistability in systems of two-level atoms ρ 237 N85-29764	AFTI/F-16: An integrated system approach to combet	project p 8 N83-22144 F/A-18 software development: A case study
ATTACK AIRCRAFT	automation p.26 N84-15063 Automatic flight control modes for the AFTI/F-111	p 8 N83-22145
Some measurements of buffeting on a flutter model of a typical strike aircraft p 11 N83-30370	mission adaptive wing arcraft p 128 N85-27909	A life cycle model for avionic systems p 8 N83-22146
Hypervelocity missile: Based on the concept of	A new technique for terrain following/terrain avoidance quidance command generation p 89 N86-26325	Avionics software support cost model
arcraft/missile integration for maximum firepower p 18 N84-12058	AUTOMATIC PILOTS	p 8 N63-22147 A software-cost database for agrospace software
A nonlinear control law for piloting aircraft in the	Digital implementation of a laser active flight control system with processed decoupled states	development p 6 N83-22148
air-to-ground attack phase p 19 N84-12071	p 2 N83-22098	The military user view of software support throughout the in-service life of avionic systems p 8 N83-22149
Secondary power supplies for a small single engine combat aircraft p 99 N84-12175	Low cost fluidic sensors p 14 N83-34897	Design of a software maintenance facility for the RAF
Computer aided construction of ground attack mission	Tomado autopilot messures to ensure survivability efter faulures p.30 N84-15094	p 8 N83-22150
profiles over European terrain p 26 N84-15060 Physiological and psychological aspects of the piloting	Autopilot performance evaluation Tomado expenence	On aircraft test software for first line maintenance p 9 N83-22152
of modern high-performance combat aircraft	and future applications p 42 N64-34407 A digital piloting system for the combat helicopter	The status of LLTV for amonic applications
p 31 N84-15099	p 56 N85-14806	p 13 N83-34892 Some aspects of Right trajectory control in future avionic
The impact of propagation effects on the design of high	AUTOMATIC TEST EQUIPMENT The use of multiplex data bases in a high integrity	systems for combat arcraft p 19 N84-12066
capacity digital microwave links in the 18 GHz frequency	system p 2 N83-22102	Influence of the airframe on the performance of antennas for avionics p 167 N84-12372
bend p 174 N85-19278 ATTITUDE (INCLINATION)	Design for Tactical Avionics Maintainability [AGARD-CP-361] p 47 N85-16731	Advanced Concepts for Avionics/Weapon System
Discrientation in helicopter flight p 212 N84-26284	Study and realisation of a 3rd level maintenance center	Design, Development and Integration [AGARD-CP-343] p 21 N84-15034
A method of estimating aircraft attitude from fly by wire flight control system data p 68 N65-26653	based on ATE systems ubization p 47 N85-16735 ATE user's view on design for maintainability	System architecture: Key to future avionics
ATTITUDE CONTROL	p 48 N85-16737	capabilities p 22 N84-1503* Tactical requirements impact on avionics/weap
Guidence and Control Techniques for Advanced Space	Built-in-test for first line testing p 48 N85-16739 Functional built-in-test in a pipelined image processor	system design p 22 N84-15036
Vehicles [AGARO-CP-350] p 137 N84-24603	p 46 NB5-16740	Operational readmess and its impact on fighter evionics system design 0.22 N84-15037
A double gimballed momentum wheel for precision 3-axis	Built-in test and self repair mechanisms in a digital	Avionics concept evaluation at the force level
attitude control p 136 N84-24606	correlator integrated circuit p 48 N85-16741 Applying Al to the diagnosis of complex system	p 22 N84-15038
Current work on high-grade space gyros at Ferranti in the UK p 138 N84-24609	fatures p 196 N96-19635 AUTOMATION	Towards a modularity of software conceived for the requirement of the user p.22 N84-15040
Overcoming unobservability in 3-axis stabilization of	AUTOMATION Automating the testing of software p 28 N84-15074	Increasing significance of electromegnetic effects in
satellites p 138 N84-24610	Pilot workload, performance and aircraft control	modern avoraft development p 23 N84-15041 Avionics/crew station integration p 23 N84-15042
Multifunction speciecraft attitude estimation and navigation system p 139 N84-24611	automation p 231 N65-19670 Cockpit automation requirements derived from mission	Combined visualization p 23 N84-15043
A filtered attitude determination system for spacecraft	functions data p 68 N86-26318	Guidelines and critera for the functional integration of avionic systems with crew members in command
measurement and control p 139 N84-24612 inertial-optical attitude determination and model	AUTOHOMOUS NAVIGATION	p 23 N84-15044
following control of managements apacecraft	Combinatorial performance/cost analysis of an autonomous navigation system for aircraft	Towards the functional partitioning of highly integrated, fault tolerant avionics signal processors
p 139 N84-24613	p 66 N85-26640	p 24 N84-1504?
Dociung mechanism for in-orbit assembly and spacecraft servicing p 139 N84-24614	AUTONOMOUS SPACECRAFT CLOCKS GPS system field testing p 233 N65-20762	Advanced F/A-18 avionics p 24 N84-15048
The influence of sensor and thruster imperfections on	AUTOPRIES	DEF STAN 00-18: A family of compatible digital interface standards p 24 N84-15049
the attitude and position of a spacecraft performing a rendezyous p 139 N84-24615	Head/neck injury. Post mortem procedures, Annex B p 218 N85-21977	Techniques for interbus communication in a multibus
rendezvous p 139 N84-24615 AUDIOLOGY	AUXILIARY POWER SOURCES	avionic system p 24 N84-15050 Network communications for a distributed avionics
Aermedical Support in Military Helicopter Operations	Auctiony Power Systems (AGARD-CP-352) p 96 N84-12168	system p 24 N84-15052
[AGARD-LS-134] p 212 N84-26279 Hearing lose associated with helicopter flight	Auxiliary power requirements: Their role in aircraft	Avionics fault tree analyzer p 25 N84-15053 First level integrated maintenance in weapons
Hearing loss associated with helicopter hight p 212 N84-26285	performance p 98 N84-12169	systems p 25 N84-15054
AUDIOMETRY	Auxilliary power systems with gas turbines p 98 N84-12170	Computer graphics techniques for aircraft EMC analysis
Hearing loss associated with helicopter flight p 212 N84-26285	Secondary power systems for fighter aircraft	and design p 25 N84-15055 CASCADE: A design environment or future avionit
AUDITORY DEFECTS	experiences today and requirements for a next generation p.98 N84-12171	systems p 25 (464-1505)
Hearing loss associated with hetcopter flight	Small auxiliary power unit design constraints	A practical approach to the design of a new awonic system p 25 N84-15058
p 212 N84-26265	p 98 N84-12172 APU in commercial sirline operation	Integration of ICNIA into advanced high performance
An update of the Canada/USA augmentor-wing	p 98 N84-12173	fighter aircraft p 26 NB4-15059
project p 52 N65-16781 AURORAL ASSORPTION	Auditory power units for wide-body aircraft p 99 N84-12174	Critical factors and operational research in factical fighter avionic system development p 26 N84-15082
Statistics of auroral radio absorption in relation to	Secondary power supplies for a small single engine	AFTI/F-16: An integrated system approach to combat
prediction models p 185 N86-27557	combat aircraft p 99 N64-12175	automation p 26 N84-15063

.

The section of

CADAS: A computer aided design tool for avionic	introduction to Lecture Senes No. 143: Fault tolerant	BEAM RIDER GUIDANCE
systems p 27 N84-10000	hardware/software architectures for flight critical functions p 128 N86-20400	Some aspects of guidance loop design for SAM systems p 141 N84-31251
Design and verification of electromagnetic compatibility in sirborne weapons systems p 27 N84-15086	Can design faults be tolerated? p 129 N86-20404	RELGIUM
Design, development and flight test of a demonstration	Dependable avionic data transmission p 129 N86-20405	Treadmill spinoergometry in the selection and screening of high-performance combat aircraft pilots in the Beligan
advanced avionics system p 27 N64-15067 Concepts for avionic and weapon integration facilities	Diorital (with tolerant flight actuation systems	Air Force p 228 N86-30325
p 27 N84-15070	[AFWAL-83-3041] p 130 N86-20408 Automation and pilot interactions in night or all-weather	SENDING Aeroelastic design considerations in the development
Hardware-in-the-loop simulation techniques used in the development of the Sea Harrier avionic system	tactical operations p 66 N66-26319	of helicopters p 16 N84-11126
p 27 N84-15071	The Impact of Very High Performance Integrated Circuits on Radar, Guidence and Avionics Systems	Load carrying capacity of double circular arc gears p 92 N85-23776
Simulation requirements to support the development of a fault tolerant amonic system p 27 N84-15072	on Rader, Guidence and Avionics Systems (AGARD-CP-360) p 187 N86-28337	SHF/EHF ray bending p 182 N86-27541
a fault tolerant avionic system p 27 N64-15072 Software testing of safety critical systems	The future of bipolar technology for avionics p 187 N86-28341	BENDING MOMENTS
p 28 N84-15073	Potential impact of VI SI technologies on quided missile	Helicopter active control with rotor blades relaxation p.57 N85-16819
A dynamic approach to military avionics systems testing p 28 N84-15075	design p 191 N86-26362 An integrated approach toward recognizing, locating and	BIBLIOGRAPHIES
The man-machine interface in new generation	combating targets from a modern interceptor aircraft	Guides to aerospace research and development in NATO countries. Bibliography
commercial aircraft p 31 N64-15096	p 192 Ne6-28370 Possible impacts of VHSIC on MIL-STD-1553B data	[AGARD-R-718] p 244 N84-22509
Advances in Strapdown Inertial Systems (AGARD-LS-133) p 87 N84-25691	transmission management p 192 N86-28371	The biological effects of radiofrequency radiation p 179 N85-27131
Modular strapdown guidance unit with embedded	The impact of VHPIC on avionic system erchitecture, packaging and maintainability p 193 N86-28372	BINOCULAR VISION
microprocessors p.88 N84-25697 Initial alignment and augmentation of the ARINC 705	The impact of very high performance integrated circuits	Visual difficulties associated with future windscreen and HUD integration p 225 N86-26824
strapdown AHRS LTR-81 p 88 N84-25699	on avionics system readiness o 193 N66-26373	RIGASTRONAUTVCS
Flight Test Techniques	Lessons from Tornado afterbody development	Spatial orientation in weightlessness and readaptation to Earth's gravity p 219 N85-31811
[AGARD-CP-373] p 41 N84-34396 Simulation applied to the avionics system testing in the	p 10 N83-30366 On the structure of the turbulent vortex	Study of the cardiovascular system in microgravity:
F/A-18 p 42 N84-34409	p 76 N84-12102	BIOCHEMISTRY
F-16 and A-10 diffraction optics Head Up Display (HUD) flight test evaluation p 43 N84-34411	AXIAL FLOW TURBINES The development of unsteady boundary layers on the	Hypnotics and air operations p 206 N84-21072 A double blind comparative trial of powdered pinger root.
Design for Tactical Avionics Maintainability	rotor of an axial-flow turbine p 101 N84-16197	hydrobromide, and connenzine in the prophylaxis
(AGARD-CP-361) p 47 N65-16731	Secondary flows and losses in a turbine cascade p 102 N84-16203	of motion sickness induced by cross coupled stimulation p 216 N85-20657
Objectives in studying the maintainability of aircraft systems p 47 N85-16732	AXIAL LOADS	BIODYNAMICS
Joint service design for testability program	Life prediction at high temperature under multiaxial loading p 106 N85-15745	A survey of biodynamic test devices and methods
g 47 Ne5-16733	AXISYMMETRIC FLOW	[AD-A142467] p 132 N84-29894 BIOELECTRICITY
The embedded test (BiT): Impact on the total cost of possession p 47 N85-16734	Viscous effects and heat transfer in a calculation method for axialsymmetric flow in multistage turbomachines using	Ventroular pre-excitation syndromes
Study and realisation of a 3rd level maintenance center	the stream function p 102 N84-16201	p 210 N84-21084 Continuous ECG monitoring by the Holter method
ATE year's view on design for maintainshifty	Aerodynamics of wide-chord propellers in non-axisymmetric flow p 71 N86-11153	p 210 N84-21086
p 48 N85-16737	non-analytimosa tow	The Hotter method in aeronautical medicine p 210 N84-21087
Maintainability: An ILS effort to manipulate LCC	В	BIOFEEDBACK
p 48 N85-16743 Documentation and separate test program development	-	Biofeedback treatment of airsickness: A review p 217 N85-20660
is most important for test/maintenance	BACK INJURIES Aermedical Support in Military Helicopter Operations	BIOLOGICAL EFFECTS Hypnotics and air operations p 208 N84-21072
p 49 Ne5-16745	[AGARD-LS-134] p 212 N84-26279	Occupational Medicine Relevant to Aviation Medicine
Effective life cycle software support: A study in discipline and versability p 49 N85-16746	Back pain in helicopter flight operations p 213 N84-26288	[AGARO-CP-341] p 213 N84-33011 Hydrazine toxicology: Impact on safety and health in
Experience in using on-aircraft software for testing	BACKSCATTERING	military avastion 0 213 NB4-33013
integrated systems p 49 N85-16747	BACKSCATTERING Propagation Aspects of Frequency Shanng, Interference	military aviation p 213 N84-33013 A comparative study in the animal of the toxicity of the
integrated systems p 49 N85-16747 Investigating version dependence in fault-tolerant software p 49 N85-16749	BACKSCATTERING Propagation Aspects of Fraquency Shanng, Interference and System Diversity	military evastion: p 213 N84-33013 A comparative study in the animal of the toxicity of the combustion products of diverse materials p 213 N84-33015
integrated systems p 49 N85-16747 Investigating version dependence in fault-lolerant software p 49 N85-16749 The effect on software design of testing by symbolic execution p 49 N85-16750	BACKSCATTERING Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGARD-CP-332] p 160 N83-30873 VFF-Inon-distance-propagation by surgraf backscatter	military system p 213 N84-33013 A comparative study in the animal of the toxicity of the combustion products of diverse materials p 213 N84-33015 An investigation of the property of alcohol. The density
Integrated systems p 49 N85-16747 investigating version dependence in fault-lowerant software p 49 N85-16749 The effect on software design of testing by symbolic execution p 49 N85-16750 Reliable software design for avorice and space	BACKSCATTERING Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGARD-CP-332] p 160 N83-30873 VHF-long-distance-propagation by auroral backscatter p 161 N83-30879	mailary avestion p. 2.13 N84-33013 A comparative study in the animal of the toxicity of the combustion products of diverse materials p. 213 N84-33015 An unusual toxicological property of alcohol: The density effect on the organ of balance p. 214 N84-33015 effect on the organ of balance p. 214 N84-33016
integrated systems p. 49 N85-16747 investigating version dependence in fault-tolerant software. The effect on software design of testing by symbolic execution p. 49 N85-16750 Relable software design for growings and spece oppications.	BACKSCATTERING Propagation Aspects of Fraquency Sharing, Interference and System Diversity [AGARD-CP-332] p 160 N83-30873 VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Anomalous propagation behavior of radio signals at high failluides p 161 N83-30882	military avastion p. 213 N84-33013 A comparative Study in the animal of the foscity of the combustion products of diverse materials p. 213 N84-33015 An unusual toxicological protein prior of atcorbot. The density effect on the organ of balance p. 214 N84-33015 Visual function and the definition of thresholds for exposure to laser radiation.
integrated systems p 49 N85-16747 investigating version dependence in fault-tolorant p 49 N85-16749. The effect on software design of testing by symbolic execution p 49 N85-16750 Relable software design for avoincs and space epipications p 49 N85-16750 A weapon system design approach to diagnostics p 50 N85-16752	BACKSCATTERING Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGAPD-CP-332] p. 160 N83-30873 VHF-long-distance-propagation by aucoral backscatter p. 161 N83-30879 Anomalous propagation behavior of ratio systems at high taitudes Multifrequency scattering for target characterization and	military avastion p. 213. N84-33013. A comparative Study in the animal of the foscity of the combustion products of diverse materials p. 213. N84-33015. An unusual toxicological protein prof alcohor. The density effect on the organ of balance p. 214. N84-33016. Visual function and the definition of thresholds for exposure to laser radiation. p. 214. N84-33019. Laboratory tests of motion scciences susceptibility. p. 215. 1945-2048.
integrated systems p 49 N85-16747 investigating version dependence in fault-tolerant p 49 N85-16749. The effect on software design of testing by symbolic execution p 49 N85-16750. Reliable software design for avonics and space explications: A weapon system design approach to diagnostics. A weapon system design approach to diagnostics p 50 N85-16752. Autonics fault tree analysis and arthcal intelligence for future arcraft maintenance p 50 N85-16752.	BACKSCATTERING Propagation Aspects of Fraquency Sharing, Interference and System Diversity [AGARD-CP-332] p 160 N83-30873 VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Anomalous propagation behavior of radio signals at high failluides p 161 N83-30882	military avastion p. 213 N84-33013 A comparative Study in the annual of the foxocity of the combustion products of diverse materials p. 213 N84-33015 An unusual torocological property of alcohor. The density effect on the organ of balance p. 214 N84-33016 Visual function and the definition of thresholds for exposure to laser radiation p. 214 N84-33019 Laboratory tests of motion seckness susceptibility p. 215 N85-20648 The Impact of Proposed Radio Frequency Radiation
integrated systems p 49 N85-16747 investigating version dependence in fault-tolorant software p 49 N85-16749. The effect on software design of testing by symbolic execution p 49 N85-16750 Relable software design for anonics and spece eppications. A wespon system design approach to degrostics A wespon system design approach to degrostics p 50 N85-16752 Awonics fault tree analysis and arthical intelligence for future aircraft membrance p 50 N85-16755 Automato having and mission management systems.	BACKSCATTERING Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGARD-CP-322] p 160 N89-30873 VHF-long-destance-propagation by auroral backscatter p 161 N89-30879 Anomalous propagation behavior of ratio signals at high failfudes p 161 N89-30829 Multirequency scattering for target characterization and identification: A summary of recent results p 204 N84-15663 The effect of turbulent almosphere on backscattered	mitary avastion p. 213 NB4-33013 A comparative Study in the animal of the foscity of the combustion products of diverse materials p. 213 NB4-33015 An unusual toricological protein prof alcohor: The density effect on the organ of balance p. 214 NB4-33016 Visual function and the definition of thresholds for exposure to laser radiation p. 214 NB4-33019 Laboratory tests of motion sockness susceptibility. 215 NB5-20648 The Impact of Proposed Fap. 215 NB5-20648 Standards on Mikitary Operations.
integrated systems p 49 N85-16747 investigating version dependence in fault-tolorant software p 49 N85-16749. The effect on software design of testing by symbotic execution p 49 N85-16750 Rehable software design for anionics and space applications. A weapon system design approach to degenostics A weapon system design approach to degenostics p 50 N85-16752 Avionics fault tree analysis and arthical intelligence for future aericalt memfenance p 50 N85-16755 Automato harding and mission management systems for battlefeld support p 55 N85-16799 Development of a Helecopter integrated navigation divided in the support of a Helecopter integrated navigation divided in the support of a Helecopter integrated navigation.	BACKSCATTERING Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGARD-CP-322] p 160 N83-30873 VHF-long-destance-propagation by auroral backscatter p 161 N83-30879 Anomalous propagation behavior of radio signals at high failfudes p 161 N83-30879 Multifrequency scattering for target characterization and identification: A summary of recent results p 204 N84-15663 The effect of turbulent almosphere on backscattered weives The nature of microwave backscattering from water	military avastion p. 213 NB4-33013 A comparative Study in the animal of the foscity of the combustion products of diverse materials p. 213 NB4-33015 An unusual toricological protein p. 613 NB4-33015 effect on the organ of balance p. 214 NB4-33016 Visual function and the definition of thresholds for exposure to laser radiation p. 214 NB4-33019 Laboratory tests of motion seckness susceptibility Laboratory tests of motion seckness seckne
integrated systems p 49 N85-16747 investigating version dependence in fault-tiolerant p 49 N85-16749. The effect on software design of testing by symbolic execution p 49 N85-16750. Rehable software design for avoinces and space expiciations and space expiciations. A weapon system design approach to desprosises 7.2. Avoince fault free analysis and enthics of the control of the co	BACKSCATTERMG Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGARD-C9-32] p 160 N83-30873 VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Anomalous propagation behavior of radio signals at high talludes Multifrequency scattering for target characterization and identification: A summary of secont results Authority of the control of the effect of turbulent atmosphere on backscattered waves The nature of microwave backscattering from water waves p 205 N84-15665	mitary avastion p. 213. N84-33013. A comparative Study in the animal of the toxicity of the combustion products of diverse materials p. 213. N84-33015. An unusual toxicological protein prof alcohort. The density effect on the organ of balance p. 214. N84-33016. Visual function and the definition of thresholds for exposure to laser radiation. p. 214. N84-33019. Laboratory tests of motion sections susceptibility. p. 215. N85-20648. The Impact of Proposed Radio Frequency Radiation Standards on Mikitary Operations, IAGARD-LS-1381. The physical interactions of radiofrequency radiation fields and biological systems. p. 179. N85-27128. The biological systems.
integrated systems p 49 N85-16747 investigating version dependence in fault-tiolerant p 49 N85-16749. The effect on software design of testing by symbolic execution p 49 N85-16750. Rehable software design for avionics and space expications and space expications. A weapon system design approach to desprosics 75 A with the analysis and arthoid network of the system	BACKSCATTERING Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGARD-CP-322] p 160 N83-30873 VHF-long-destance-propagation by auroral backscatter p 161 N83-30879 Anomalous propagation behavior of ratio signals at high failfudes p 161 N83-30879 Authorized Commany of recent results dentification: A summary of recent results dentification of A summary of recent results The netfect of turbulent almosphere on backscattered waives The nature of microwave backscattering from water waives Multible paths on the ocean surface.	military avastion p. 213 M84-33013 A competative Study in the annual of the foxocity of the conclusion products of deverse materials p. 213 M84-33015 effect on the organ of balance p. 214 M84-33015 visual function and the defination of threatholds for exposure to laser radiations p. 214 M84-33015 Laboratory tests of motion sockness a. 215 M82-3084 The Impact of Proposed Radio Frequency Radiation Standards on Military Operations [AGARD_S.138] p. 179 M85-27128 The physical interactions of radiofrequency radiation fields and biological systems p. 179 M85-27128 The biological effects of radiofrequency radiation.
integrated systems p 49 N85-16747 investigating version dependence in fault-tolerant software p 49 N85-16749. The effect on software design of testing by symbolic execution p 49 N85-16750 Relable software design for avonics and spece eppications. A wesign system design approach to degrossics. A wise of the street of the st	BACKSCATTERING Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGARD-CP-322] p 160 N83-30873 VHF-long-destance-propagation by auroral backscatter p 161 N83-30879 Anomalous propagation behavior of radio signals at high failludes p 161 N83-30879 Authrequency scattering for target characterization and identification: A summary of recent results p 204 N84-15663 The effect of turbulent almosphere on backscattered waves The nature of microwave backscattering from water years Multiple paths on the ocuan surface Multiple paths on the ocuan surface p 205 N84-15666 Multiple paths on the ocuan surface p 205 N84-15666	military avastion p. 213 . N84-33013. A comperative Study in the animal of the floxocity of the combustion products of diverse materials p. 213 . N84-33015. An unusual ionicological property of accords: The derivary effect on the organ of balance p. 214 . N84-33015. Visual function and the definition of thresholds for exposure to laser radiation. p. 214 . N84-33015. Liaboratory tests of motion sockness asscriptionly. The impact of Proposed Rade p. 215 . N85-20548. The proposed Rade p. 217 . N85-2713. AGARD-LS-138 . Interactions of radiofrequency radiation p. 214 . N85-2713. The policipal systems p. 179 . N85-2713. The occumulative effects of long term exposure to low levels of radiofrequency radiation. The cumulative effects of long term exposure to low levels of radiofrequency radiospans.
Investigated systems p 49 N85-16747 investigating version dependence in fault-tolorant software p 49 N85-16749. The effect on software design of testing by symbotic execution p 49 N85-16750 Rehable software design for anonics and spece applications. A wespon system design approach to degrostics. A wespon system design approach to degrostics. A wiscons fault tree analysis and arthcal intelligence for future aericalt membrance p 50 N85-16755 Automato hosting and mission management systems for battlefeld support p 55 N85-16799 Development of a Helecopter integrated navigation system. Standard Atitude Heading Reference System (SAHRS) tus scale development program p 55 N85-16804 Evolution toward a multi-bus architecture for Army helicopter avonic systems p 56 N85-16812 integration of semajor huson in advanced helicopter integrated helicopter	BACKSCATTERMÓ Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGARD-CP-032] p 160 N83-30873 VHF-long-destance-propagation by aurorat Dackscatter p 161 N83-30879 Anomaticus propagation behavior of radio algoritis at high lastitudes Multirequency scattering for target characterization and identification: A summary of recent results p 24 N84-15683 The effect of turbulent atmosphere on backscattered waves The nature of microwave backscattering from water waves Multiple paths on the ocean surface [p 205 N84-15666] Inonsphere Modelling and HF radio systems at high latitudes [p 183 N88-2754]	military avastion p. 213 NB4-33013 A comparative Study in the animal of the toxicity of the combustion products of diverse materials p. 213 NB4-33015 An unusual toxicological property of alcohort. The density effect on the organ of balance p. 214 NB4-33016 Visual function and the definition of thresholds for exposure to laser radiation p. 214 NB4-33019 Laboratory tests of motion seckness susceptibility. Laboratory tests of motion seckness of the seckness of
integrated systems p 49 N85-16747 investigating version dependence in fault-tiolerant p 49 N85-16749. The effect on software design of testing by symbolic execution p 49 N85-16750 Rehable software design for avionics and space eppications. A weapon system design approach to desprosize A with the expension of th	PACKSCATTERNIG Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGARD-CP-322] p 160 N83-30873 VHF-long-destance-propagation by auroral backscatter p 161 N83-30879 Anomalous propagation behavior of radio signals at high datitudes p 161 N83-308879 Authifrequency scattering for target characterization and identification: A summary of recent results p 204 N84-15663 The effect of turbulent atmosphere on backscattered waves The nature of microwave backscattering from water waves Multiple paths on the ocean surface p 205 N84-15666 Sonogophene Modeling and HF radio systems at high latitudes Spectral characteristics of high frequency waves Spectral characteristics of high frequency	military avastion p. 213 Mel-33013 A competative Study in the animal of the toxicity of the combustion products of diverse materials p. 213 Mel-33015 An unusual toncological property of accords. The density effect on the organ of balance p. 214 Mel-33015 Visual function and the defination of thresholds for exposure to laser radiation. p. 214 Mel-33019 Laboratory tests of motion sockness. Screpples-20548 The Impact of Proposed Radio Frequency Radiation Standards on Military Operations. J. 179 Mel-27121 The physical interactions of radiofrequency radiation fields and biological systems. p. 179 Mel-27132 The cumulative effects of long term exposure to low levels of radiofrequency radiation. p. 179 Mel-2713 The cumulative effects of long term exposure to low levels of radiofrequency radiation (PER). The medical results of human exposures to factor.
integrated systems p 49 N85-16747 Investigating version dependence in fault-tiolerant software p 49 N85-16749. The effect on software design of testing by symbolic execution p 49 N85-16750 Rehable software design for avoincis and space epipications. A weapon system design approach to depondence of N85-16751 Avoincis fault free analyses and arthical intelligence for future arcraft martherance p 50 N85-16752 Automatic briefing and mission management systems for battlefeld support of Alexandrian p 50 N85-1680 Development of a Helicopter integrated marting statement systems to traffelded support and p 50 N85-1680 N85-1680 Section 10 N85-1680	PACKSCATTERNIG Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGARD-CP-322] p 160 N83-30873 VHF-long-destance-propagation by auroral backscatter p 161 N83-30879 Anomalous propagation behavior of radio signals at high faltitudes p 161 N83-308879 Authifrequency scattering for target characterization and identification: A summary of recent results p 204 N84-15663 The effect of turbulent atmosphere on backscattered waves The nature of microwave backscattering from water waves Multiple paths on the ocean surface p 205 N84-15665 Multiple paths on the ocean surface p 205 N84-15666 Sonogophone Modeling and HF radio systems at high fattudes Spectral characteristics of high frequency waves backscattered by small scale F region irregularities.	military avastion p. 213 NB4-33013 A competative Study in the animal of the foxecty of the combustion products of diverse materials p. 213 NB4-33015 An unusual toncological property of accords. The density effect on the organ of balance p. 214 NB4-33015 Visual function and the defination of thresholds for exposure to laser radiation. p. 214 NB4-33015 Laboratory tests of motion sockness auscopptibility. The Impact of Proposed Radio Frequency Radiation Standards on Military Operations. 129 NB5-2123 The physical interactions of radiofrequency radiation for the physical interactions of radiofrequency radiation belongical systems. p. 179 NB5-2131 The cumulative effects of long term exposure to low levels of radiofrequency radiation (available of the product of the p
integrated systems p 49 N85-18747 investigating version dependence in fault-tolerant software p 49 N85-18749. The effect on software design of testing by symbolic execution p 49 N85-18750 Relable software design for anonics and spece eppications. A weapon system design approach to degrostics. A weapon system design approach to degrostics. A weapon system design approach to degrostics. A wisher statit tree analysis and arthical intelligence for future aericalt membranice. p 50 N85-18752 Automatic highlights of the properties of t	BACKSCATTERMÓ Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGARD-CP-032] p 160 N83-30873 VHF-long-destance-propagation by aurorat Dackscatter p 161 N83-30879 Anomaticus propagation behavior of radio algoritis at high lastitudes Multirequency scattering for target characterization and identification: A summary of recent results p 24 N84-15683 The effect of turbulent atmosphere on backscattered waves The nature of microwave backscattering from water waves Multiple paths on the ocean surface [p 205 N84-15666] Inonsphene Modelling and HF radio systems at high latitudes p 183 N88-27543 Spectral Characteristics of high frequency waves backscattered by small scale F region reregulating. Evidence of strong sub-auroration flow p 184 N86-27550	military avastion p. 213 . NB4-33013 A comperative Study in the animal of the foxocity of the combustion products of deverse materials p. 213 . NB4-33015 An unusual soxicological protein property of accorbot. The derianty effect on the organ of balance p. 214 . NB4-33015 Visual function and the definition of thresholds for exposure to laser reduction. p. 214 . NB4-33015 Laboratory tests of motion societies susceptibility. The impact of Proposed Rade DE 15 . NB5-2648 Standards on Military Operations p. 129 . NB5-2738 The physical interactions of radiofrequency radiation hads and biological systems of p. 179 . NB5-2713 The cumulative effects of radiofrequency radiation had a decomposity of the proposed for the proposed systems of the proposed
Investigated systems p. 49. N85-16747 investigating version dependence in fault-tolorant software. P. 48. N85-16749 most software p. 49. N85-16749 most software design of testing by symbotic execution. P. 49. N85-16750 Rehable software design for annonce and spece expitications. A wespon system design approach to degrees and spece expitications. A wespon system design approach to degrees arcraft memfenance p. 50. N85-16752 Automato horising and mission management systems for battlefeld support. p. 55. N85-16799 Development of a Helecopter integrated navigation system. P. 55. N85-16904 Evolution toward a multi-bus architecture for Army helicopter avonic systems. p. 55. N85-16804 Evolution toward a multi-bus architecture for Army helicopter avonic systems. p. 55. N85-16812 integration of sensor fusion in advanced helicopter cookpit design of sensor fusion in Advanced helicopter cookpit design of sensor fusion in High Performance Aucoraft [AGARD-CP-371] p. 228. N85-18653 Arcrew and avonics. Finends or Foses? p. 228. N85-19654	BACKSCATTERMÓ Propagision Aspects of Frequency Sharing, Interference and System Diversity [AGARD-CP-322] p 160 N83-30873 VHF-long-destance-propagation by aurorat Dackscatter p 161 N83-30879 Anomaticus propagation behavior of radio algoritis at high lastitudes. Multirequency scattering for target characterization and identification: A summary of recent results. The effect of turbulent atmosphere on backscattered waves p 204 N84-15683 The effect of turbulent atmosphere on backscattered waves Multiple paths on the ocean surface N84-15665 Multiple paths on the ocean surface N84-15666 Ionosphenic Modelling and HF radio systems at high latitudes p 183 N86-27543 Spectral characteristics of high frequency waves backscattered by small scale F region regulateria. Evidence of strong sub-auroration flow p 194 N86-27550 On the relationship of F-region structure in the daysade auroral sort left beginning desiration of the position of the desiration of the service of the surface of the daysade auroral to the Hackscatter signatures attributed to the	mitary avastion p. 213 NB4-33013 A comparative study in the animal of the foxocity of the combustion products of diverse materials p. 213 N84-33015 An unusual toricological property of alcohol the property of the combustion products of the property of alcohol the property of the combustion of the property of the comparation of the property of the p
integrated systems p 49 N85-16747 Investigating version dependence in fault-tiolerant software p 49 N85-16749. The effect on software design of testing by symbolic execution p 49 N85-16750 Rehable software design for avoincis and space applications. A weapon system design approach to dependence of N85-16751 A weapon system design approach to dependence of N85-16751 Automatic briefing and mission management for future aerical marrierance p 50 N85-16751 Automatic briefing and mission management for between the properties of the pr	BACKSCATTERING Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGARD-CP-322] p 160 N83-30873 VHF-long-destance-propagation by auroral backscatter p 161 N83-30879 Anomalous propagation behavior of radio signals at high faltitudes p 161 N83-30879 Authifrequency scattering for target characterization and identification: A summary of recent results dentification: A summary of recent results dentification of Authority of the Section of Section of the Section of Sec	military avastion p. 213 NB4-33013 A comperative Study in the animal of the toxicity of the combustion products of diverse materials p. 213 NB4-33015 An unusual toxicological property of accords: The density effect on the organ of balance p. 214 NB4-33015 Visual function and the definition of thresholds for exposure to laser readerise. The impact of Proposed Rade p. 214 NB4-33015 Laboratory tests of motion societies susceptibility. The impact of Proposed Rade p. 127 NB5-20548 Standards on Military Operations. J.GARTD-LS-138 The physical interactions of readerisequency readation leads and biological systems. The biological interactions of readerisequency readation readers of readerisequency readation. The cumulative effects of long term exposure to low levels of radiofrequency readation. P. 179 NB5-2713 The cumulative effects of long term exposure to low levels of radiofrequency readation. P. 179 NB5-2713 The medical feaults of human exposures to radiofrequency radiation. P. 179 NB5-2713 Review of aprdemological studes of human exposures to radiofrequency radiation. Evaluation of human exposures to low frequency helds. Development and application of new radiofrequency radiofreguency radiofreguenc
integrated systems p 49 N85-16747 investigating version dependence in fault-tiolerant software p 49 N85-16749. The effect on software design of testing by symbolic execution p 49 N85-16750. Rehable software design for avonics and space epipications. A weapon system design approach to dependence of N85-16751. Avonics fault tree analyses and arthical intelligence for future arcraft martenance p 50 N85-16752. Automatic briefing and mission management systems for batteriaded support of a Helicopter integrate 51 N85-1680. Development of a Helicopter integrate 55 N85-1680. Standard Attitude Heading Reference System (SAHRS) tall solal development program p 50 N85-1681. N85-1680. Standard Attitude Heading Reference System (SAHRS) tall solal development or mystem p 50 N85-1680. N85-1680. N85-1680. Human Factors Considerations in High Performance Accraft p 150 N85-1680. Automatic systems p 57 N85-1681. Human Factors Considerations in High Performance Accraft p 150 N85-1680. Automatic and avonics. Finends or Foes? Ground and flight testing for surcraft guidance and control JAGARD-Q-2621 p 61 N85-2250.	BACKSCATTERING Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGARD-CP-322] p 160 N83-30873 VHF-long-destance-propagation by auroral backscatter p 161 N83-30879 Anomalous propagation behavior of radio signals at high failtudes p 161 N83-30879 Authorized Committed Committed Committed Systems Multifrequency scattering for target characterization and identification: A summary of recent results p 204 N84-15663 The effect of turbujent atmosphere on backscattered waves The nature of microwave backscattering from water waves Multiple paths on the ocean surface by 205 N84-15666 Multiple paths on the ocean surface by 205 N84-15666 Sonophone Modeling and HF radio systems at high fattudes Spectral Characteristics of high frequency waves backscattered by small scale F region irregulames. Evidence of strong sub-aurorati on flow Evidence of strong sub-auroration flow Evidence of st	military avastion p. 213 M84-33013 A comperative Study in the animal of the foxocity of the conclusion products of deverse materials p. 213 M84-33015 An unusual soxicological property of accorbot. The density effect on the organ of balance p. 214 M84-33015 Visual function and the definition of thresholds for exposure to laser radiation. p. 214 M84-33015 Listicatory tests of motion societies susceptibility. The impact of Proposed Radia Dresquency Radiation Standards on Military Operations. JACARD-LS-138 I p. 179 M85-2733 The physical interactions of radiofrequency vigilation hads and biological systems p. 179 M85-27131 The cumulative effects of long term exposure to low levels of radiofrequency radiation. p. 179 M85-2713 The modification of the proposed studies of human exposures to radiofrequency tradiation. p. 179 M85-2713 Review of epidemological studies of human exposures to radiofrequency radiation. p. 180 M85-2713 Review of epidemological studies of human exposures to radiofrequency radiation of new radiofrequency radiofreguency radiation of new radiofreguency radiofreguency radiation of new radiofreguency radiation and review radiofreguency radiation of new radiofreguency radiatio
integrated systems p 49 N85-16747 investigating version dependence in fault-tiolerant software p 49 N85-16749. The effect on software design of testing by symbolic execution p 49 N85-16750. Rehable software design for avoinces and species expications and species expications and species possible software design for avoinces and species possible software expirate the second species of 52 Newspoon system design approach to depositions and species of 52 Newspoon system design approach to depositions of 52 Newspoon system design and meason management systems to battleted support p 55 Ne5-16790. Development of a Helicopter integrated havingstion system (SAHPS) tall scale development program p 55 Ne5-16790. Standard Attitude Heading Reference System (SAHPS) tall scale development program p 55 Ne5-16890. Evolution toward a multi-bus architecture for Army helicopter avoince systems p 55 Ne5-16891. Human Factors Considerations in High Performance Accraft JAGARD-Cp-371] p 228 Ne5-19853. Accraed and dight testing for auroratt guidance and control JAGARD-AC-262] p 61 Ne5-2250. Coll execution with the RAEGE BACC-11	BACKSCATTERMO Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGARD-CP-322] p 160 N83-30873 VHF-long-destance-propagation by aurorat backscatter p 161 N83-30879 Anomalous propagation behavior of radio alonals at high lastitudes Multirequency scattering for target characterization and identification: A summary of recent results. The effect of turbulent atmosphere on backscattered waves p 204 N84-15683 The nature of microwave backscattering from water waves Multiple paths on the ocean surface New York Shart	military avastion p. 213 NB4-33013 A comperative Study in the animal of the foxicity of the combustion products of deverse materials p. 213 NB4-33015 An unusual toxicological property of accorbot. The density effect on the organ of balance p. 214 NB4-33016 Visual function and the definition of thresholds for exposure to laser radiation. p. 214 NB4-33015 Listoratory tests of motion schess susceptibility. The impact of Proposed Radia of Frequency Radiation Standards on Meltary Operations. JAGARD-LS-138 I p. 179 NB5-2768 The physical interactions of radiofrequency radiation haids and biological systems p. 179 NB5-2713 The cumulative effects of long term exposure to low levels of radiofrequency radiation. The behavior of the compensation of
integrated systems p 49 N85-16747 investigating version dependence in fault-tiolerant software p 49 N85-16749. The effect on software design of testing by symbolic execution p 49 N85-16750. Rehable software design for avoinces and species expications and species policities of the effect on software design for avoinces and species policities. Automostic beautiful and the expiration of the	PACKSCATTERMO Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGARD-CP-322] p 160 N83-30873 VHF-long-destance-propagation by aurorat Dackscatter p 161 N83-30879 Anomaticus propagation behavior of radio algorities at high lastitudes Multirequency scattering for target characterization and identification: A summary of recent results The effect of turbulent atmosphere on backscattered waves p 204 N84-15683 The effect of turbulent atmosphere on backscattered waves Multiple paths on the ocean surface [P 205 N84-1568 ATM Propagation of the propagation of	mitary avastori p. 213 N84-33013 A comparative study in the animal of the foxicity of the combustion products of diverse materials p. 213 N84-33015 An unusual toncological property of action of the density effect on the organ of balance p. 214 N84-33015 Visual function and the destination of thresholds of visual function and the destination of thresholds of visual function and the destination of thresholds of the comparation of the product of the comparation of the
Integrated systems p 49 N85-16747 Investigating version dependence in fault-tiolerant software p 49 N85-16749. The effect on software design of testing by symbolic execution p 49 N85-16750 Rehable software design for some p 49 N85-16750 Rehable software design for anonics and spece eppications A weapon system design approach to dependence Avionace fault tree analysis and arthcal intelligence for future arcraft mentenance p 50 N85-16752 Automation briefing and mission management systems for battlefield support p 55 N85-16795 Development of a Helicopter integrated navigation system p 55 N85-16872 N85-1681 Standard Attaude Heading Reference Systems (2AFRS) tall scale development program p 55 N85-16812 Itali scale development program p 55 N85-16812 Itali scale development program p 55 N85-16812 Integration of semanor fusion in advance for control design rumain Factors Considerations in High Performance Arcraft Humain Factors Considerations in High Performance Arcraft and avionics. Finends or Foss? Accrate and avionics. Finends or Foss? Ground and flight testing for aircraft guidance and control in the p 16 N85-22350 Civil avionics flight testing with the RAE(B) RACI-11 p 62 N85-22350 Guidance and control research flight testing with HFB 320 test surreit.	PACKSCATTERING Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGARD-CP-322] p 160 N83-30873 VHF-long-destance-propagation by auroral backscatter p 161 N83-30879 Anomalous propagation behavior of radio signals at high faltitudes p 161 N83-30879 Authifrequency scattering for target characterization and identification: A summary of recent results dentification: A summary of recent results p 204 N84-15663 The effect of turbulent almosphere on backscattered waves p 205 N84-15664 The nature of microwave backscattering from water waves buckscattered by p 183 N86-27543 Spectral Characteristics of high frequency waves backscattered by small scalle F region irrequisetties Evidence of strong sub-auroral tion flow Evidence of strong sub-auroral ti	mitary avaston A comparative study in the animal of the foxicity of the combustion products of diverse materials — 213 Nes-33013 — 213 Nes-33013 — 214 Nes-33015 — 215 Nes-33015 — 214 Nes-33015 — 215 Nes-33015 — 216 Nes-33015 — 217 Nes-33015 — 218 Laboratory tests of motion sciences, susceptibility — 215 Nes-20548 — 215 Nes-20548 — 215 Nes-20548 — 215 Nes-20548 — 216 Nes-20548 — 217 Nes-20748 — 218 Nes-20748 — 218 Nes-20748 — 218 Nes-20748 — 219 Nes-20748 — 2
integrated systems p 49 N85-16747 Investigating version dependence in fault-tiolerant software p 49 N85-16749. The effect on software design of testing by symbolic execution p 49 N85-16750 Rehable software design for annotes and space eppications. A weapon system design approach to dependence on the control of the contr	PACKSCATTERMO Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGARD-CP-322] p 160 N83-30873 VHF-long-destance-propagation by auroral backscatter p 161 N83-30879 Anomaticus propagation behavior of radio algorities at high lastitudes Multirequency scattering for target characterization and identification: A summary of recent results. The effect of turbulent atmosphere on backscattered waves p 204 N84-15683 The effect of turbulent atmosphere on backscattered waves p 204 N84-15683 The nature of microwave backscattering from water waves Multiple paths on the ocean surface but by 205 N84-15684 Spectral characteristics of high frequency waves backscattered by small scale F region regulateria. Evidence of strong sub-auroration flow p 194 N88-27550 On the relationship of F-region structure in the daysade auroral oval to HF backscatter signatures attributed to the polar cusp Packscatteria training and p 15 N84-11583 BALLISTOCARDIOGRAPHY Helistocardiography: A non-invisarie method advancing towards clinical application p 211 N84-21093 Three-dimensional ballisticardiography a micropropropropropropagation in emorporemy to micropropropropropropropropropropropropropr	military avastion p. 213 NB4-33013 A comperative Study in the animal of the foxocity of the combustion products of deverse materials p. 213 NB4-33015 An unusual toxicological property of acohort. The density effect on the organ of balance p. 214 NB4-33015 Visual function and the definition of thresholds for exposure to laser radiation. p. 214 NB4-33015 Listoratory tests of motion schesses susceptibility. The impact of Proposed Radia of Frequency Radiation Standards on Meltary Operations. J. 215 NB5-26848 The physical interactions of radiofrequency radiation haids and biological systems p. 179 NB5-27128 The project of Proposed of radiofrequency radiation p. 179 NB5-27131 The cumulative effects of long term exposure to low levels of radiofrequency radiation (RFP p. 179 NB5-2713) The modical fresults of human exposures to radiofrequency radiation p. 179 NB5-2713 The modical fresults of human exposures to radiofrequency radiation p. 179 NB5-2713 Environment of human exposures to radiofrequency radiation of human exposures to radiofrequency radiation p. 180 NB5-2713. Environment of human exposures to radiofrequency radiation of human exposures of radio-property radiation p. 180 NB5-2713. Environment of human exposures of radio-property radiation p. 180 NB5-2713. Environment of human exposures of radio-property radiation p. 180 NB5-2713. Specie adaptation syndrome incidence and operations exposures for the species transportation system program implications for the space frest ship.
integrated systems p 49 N85-16747 investigating version dependence in fault-tiolerant software p 49 N85-16749. The effect on software design of testing by symbolic execution p 49 N85-16750. Rehable software design for avoincis and space expications. A weapon system design approach to desprosize applications. A weapon system design approach to desprosize p 50 N85-16751. A weapon system design approach to desprosize for future aircraft maintenance. Automatic binding and mission management systems for bandhold superior p 55 N85-1690 N85-1690. Significant systems for bandhold superior p 55 N85-1690 N85-1690 Significant systems p 55 N85-1690 Evolution toward a multi-bus architecture for Army helicopter avoince systems p 55 N85-1690 Evolution toward a multi-bus architecture for Army helicopter avoince systems p 55 N85-1690 High season of sensor fusion in advanced helicopter cockpit design. P 57 N85-16813 Human Factors Considerations in High Penformance Accraft [AGARD-AG-262] p 61 N85-2250 Chill avoince flight testing with the REE(B) BAC111 p 62 N85-2235 Avoince Fight Evaluation System (AFES) 30 test aircraft Automic System (AFES) 30 test aircraft Automic System (AFES) 30 Lest aircraft Automic S	PACKSCATTERMO Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGARD-CP-322] p 160 N83-30873 VHF-long-destance-propagation by surcraft backscatter p 161 N83-30879 Anomalous propagation behavior of radio algorities at high flatitudes ————————————————————————————————————	mitary avastion p. 213 NB-33013 A comperative Study in the animal of the foxocity of the combustion products of diverse materials p. 213 NB-4-33015 An unusual toncological property of action of the density effect on the organ of balance p. 214 NB-33016 Visual function and the defination of thresholds for exposure to laser radiation p. 214 NB-33018 Laboratory tests of motion sockness as 2.15 NB-3-30548 The Impact of Proposed Radio Frequency Radiation Standards on Midrary Operations (179 NB-5-27132) The physical interactions of radiofrequency radiation heids and biological systems p. 179 NB-5-27132 The physical interactions of radiofrequency radiation heids and biological systems p. 179 NB-5-27132 The cumulative effects of long term exposures to low levels of radiofrequency radiation p. 179 NB-5-27132 The medical results of human exposures to facility of the results of the p. 179 NB-5-27132 The medical results of human exposures to radiofrequency radiation p. 180 NB-5-2713 Evaluation of human exposures to low frequency heids Development and application of new radiofrequency radiotion p. 180 NB-5-2713 Spece adaptation syndrome incidence and operations for the space transportation syndrome p. 218 NB-5-2713 (NB-5-2713) Evaluation of human exposures to low frequency radiotion astery standards p. 180 NB-5-2713 (NB-5-2713) Evaluation of human exposures to low frequency radiotion astery standards p. 180 NB-5-2713 (NB-5-2713) Evaluation of human exposures to low frequency radiotion of height p. 218 NB-5-2713 (NB-5-2713) Evaluation of human exposures to low frequency radiotion of height p. 218 NB-5-2713 (NB-5-2713) Evaluation of human exposures on the space transportation system program of the space transportation system program of the space transportation p. 2010 (NB-5-2713) (NB-5-2713
integrated systems p 49 N85-16747 investigating version dependence in fault-tiolerant software p 49 N85-16749. The effect on software design of testing by symbolic execution p 49 N85-16750. Rehable software design for avoincis and space expications and space expications and space expications and space expications. A weapon system design approach to desprosises. 32 Avoincis fault free analysis and enther of the system contact briefing and meason management systems to battlefeld support. Development of a Helicopter integrated havingstion system. SN85-16799. Development of a Helicopter integrated havingstion system. SN85-16799. SN85-16899. SN85-1689	BACKSCATTERING Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGARD-CP-322] p 160 N83-30873 VHF-long-destance-propagation by auroral backscatter p 161 N83-30879 Anomalous propagation behavior of ratio signals at high failtudes p 161 N83-30879 Automation of the state of the second signals at high failtudes p 161 N83-30879 Multifrequency scattering for target characterization and identification: A summary of recent results dentification: A summary of recent results p 204 N84-15663 The effect of turbulent almosphere on backscattered waves The nature of microwave backscattering from water waves Multiple paths on the ocean surface p 205 N84-15665 Multiple paths on the ocean surface p 205 N84-15665 Autopation of the second position of the second p	mitary avastion p. 213 NB-33013 A comperative Study in the animal of the foxocity of the combustion products of deverse materials p. 213 NB-4:33015 An unusual toncological property of action of the density effect on the organ of balance p. 214 NB-33015 Visual function and the defination of threathelps for exposure to laser radiation. P. 214 NB-33016 Laboratory tests of motion socienze 215 NB-2-3084 The Impact of Proposed Radio Frequency Radiation Standards on Midrary Operations p. 179 NB-5-27132 The physical interactions of radiofrequency radiation helds and biological systems p. 179 NB-5-27132 The physical interactions of radiofrequency radiation helds and biological systems p. 179 NB-5-27132 The cumulative effects of radiofrequency radiation p. 179 NB-5-27132 The medical results of human exposures to radiofrequency radiation p. 179 NB-5-27132 The medical results of human exposures to radiofrequency radiation p. 179 NB-5-27132 The medical results of human exposures to radiofrequency radiation p. 180 NB-5-2713 Evaluation of human exposures to low frequency helds Evaluation of human exposures to low frequency radiation safety standards p. 180 NB-5-273 Evaluation of human exposures to low frequency radiation safety standards p. 180 NB-5-273 Spece adaptation syndrome incidence and operations for the space transportation system program applications for the space transportation system program p. 21 NB-5-2055 Analysis of hierarchical and biomedical evaluation to train and fatabless associated with across epicion and rash
integrated systems p 49 N85-16747 investigating version dependence in fault-toierant software p 49 N85-16749. The effect on software design of testing by symbolic execution p 49 N85-16750 Rehable software design for some p 49 N85-16750 Rehable software design for annors and spece eppications A weapon system design approach to dependence for tuture arcraft mentenance p 50 N85-16751 Automatic histories and interest in the state of the second positions of the s	BACKSCATTERING Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGARD-CP-322] p 160 N83-30873 VHF-long-destance-propagation by auroral backscatter p 161 N83-30879 Anomalous propagation behavior of radio signals at high failtudes p 161 N83-30879 Authorized Control of the State of the State of the State Multifrequency scattering for target characterization and identification: A summary of recent results p 204 N84-15663 The effect of turbujent atmosphere on backscattered waves p 205 N84-15664 The nature of microwave backscattering from water waves business of the State of the State of the State Multiple paths on the ocean surface p 205 N84-15665 Multiple paths on the ocean surface p 205 N84-15666 Sonospheric Modeling and HF radio systems at high fattudes Spectral Characteristics of high frequency waves backscattered by small scale F region irrequientes. Evidence of strong sub-aurorat ion flow Evidence of strong sub-aurorat ion flow Evidence of strong sub-aurorat in the disvole auroral oval to HF backscatter signatures attributed to the polar cusp P 15 N84-1123 BALLISTO-CARROGRAPHY Hallistocardiography: A non-invision for turboprop powerplant installations p 21 N84-2033 Three-dimensional ballistocardiography in microgranty p 200 N85-31818 BANDWIGHT Propagation constraints in the millimetre wavebands due to precipitation scattering p 183 N83-20894 A spectral emission mask for digital tropospheric scatter p 184 N85-2050	military avastion p. 213 NB4-33013 A comperative Study in the animal of the foxocity of the combustion products of diverse materials p. 213 NB4-33015 An unusual toncological property of activities to development of the tonce of the development of the developme
integrated systems p 49 N85-16747 investigating version dependence in fault-tiolerant software. p 49 N85-16749 The effect on software design of testing by symbolic execution. P 49 N85-16750 Relable software design for avoincts and speece expectations. P 49 N85-16750 Relable software design for avoincts and speece expectations. A vession system design approach to desprostics. A vession system design approach to desprostics. P 50 N85-16750 Automatic briefing and mission management systems to batteried support. P 55 N85-16790 Development of a Helicopter integrated navigation system. D 50 N85-16750 Relationship of the property of the	BACKSCATTERING Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGARD-CP-322] p 160 N83-30873 VHF-long-destance-propagation by surcoral backscatter p 161 N83-30879 Anomalous propagation behavior of radio signals at high fastludes p 161 N83-308879 Authoritication: A summary of recent results Multirequency scattering for target characterization and identification: A summary of recent results p 204 N84-15663 The effect of turbulent atmosphere on beckscattered waves p 205 N64-15665 The nature of microwave backscattering from water waves p 205 N64-15665 Authoritication on the ocean surface p 205 N64-15665 Authoritication on the ocean surface p 205 N64-15665 Ionosphene Modelling and HF radio systems at high latitudes p 163 N66-27543 Spectral characteristics of high frequency waves backscattered by small scale F region irregulames. Evidence of strong sub-auroration flow p 164 N66-27550 On the relationship of F-region structure in the daylacid auroral oval to HF backscatter signatures attributed to the polar cusp BALANCE Aeroelastic design considerations for birboprop powerplant installations p 15 N64-1123 BALLISTOCARDNORGAPHY Hallstocardiography: A non-invisave method advancing towards chricel application in p 165 N83-30961 BANDWIDTH Propagation consistents in the millimetre wavesbands due to prequisition scattering p 163 N83-30964 A spectral emission mask for digital tropospheric scatter transmission p 165 N83-3090 p 165 N83-309	military avastion p. 213 NB4-33013 A comperative Study in the animal of the foxocity of the combustion products of deverse materials p. 213 NB4-33015 An unusual soxicological property of acohort. The density effect on the organ of balance p. 214 NB4-33015 Visual function and the definition of thresholds for exposure to laser redelication p. 214 NB4-33015 Listoratory tests of motion of thresholds for exposure to laser redelication p. 214 NB4-33015 Listoratory tests of motion of redelications and standards on Military Operations [AGARD-LS-138] p. 179 NB5-2768 The physical interactions of redelication-redelication haids and biological systems p. 179 NB5-2713 The cumulative effects of long term exposure to low levels of radiofrequency radiation. The cumulative effects of long term exposures to redelication of redelications of the p. 179 NB5-2713 The modical insults of human exposures to radiofrequency radiation p. 179 NB5-2713 The modical insults of human exposures to radio processing to the standard of human exposures to radio processing p. 179 NB5-2713 Evaluation of human exposures to low frequency radiation of human exposures to radio p. 180 NB5-2713 Space adaptation syndrome incidence and operations individually p. 180 NB5-2713 Space adaptation syndrome incidence and operations individually p. 216 NB5-2056 Introduction. The chinical and biomedical evaluation of radio and fatalities associated with acrows exposure to trains and fatalities associated with acrows exposure operation or rath. **BROMEDICAL DATA*** **Exposure of the p. 216 NB5-2056 Introduction. The chinical and biomedical evaluation of rather and fatalities associated with acrows exposures of radio. P. 270 NB5-2105 **Exposure of the p. 270 NB5-2105
integrated systems p 49 N85-16747 investigating version dependence in fault-tiolerant software p 49 N85-16749. The effect on software design of testing by symbolic execution p 49 N85-16750. Rehable software design for avoinces and species expications and species expications of the state of 49 N85-16751. Avoince fault free analysis and antical intelligence for future arcraft mentenance p 50 N85-16753. Automatic briefing and mission management systems to battletide support p 55 N85-16790. Development of a Helicopter integrated havingstron system. State of the state of the support	BACKSCATTERING Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGARD-CP-322] p 160 N83-30873 VHF-long-destance-propagation by auroral backscatter p 161 N83-30879 Anomalous propagation behavior of radio signals at high failtudes p 161 N83-30879 Authorized Control of the State of the State of the State Multifrequency scattering for target characterization and identification: A summary of recent results p 204 N84-15663 The effect of turbujent atmosphere on backscattered waves p 205 N84-15664 The nature of microwave backscattering from water waves business of the State of the State of the State Multiple paths on the ocean surface p 205 N84-15665 Multiple paths on the ocean surface p 205 N84-15666 Sonospheric Modeling and HF radio systems at high fattudes Spectral Characteristics of high frequency waves backscattered by small scale F region irrequientes. Evidence of strong sub-aurorat ion flow Evidence of strong sub-aurorat ion flow Evidence of strong sub-aurorat in the disvole auroral oval to HF backscatter signatures attributed to the polar cusp P 15 N84-1123 BALLISTO-CARROGRAPHY Hallistocardiography: A non-invision for turboprop powerplant installations p 21 N84-2033 Three-dimensional ballistocardiography in microgranty p 200 N85-31818 BANDWIGHT Propagation constraints in the millimetre wavebands due to precipitation scattering p 183 N83-20894 A spectral emission mask for digital tropospheric scatter p 184 N85-2050	mitary avastion p. 213 NB4-33013 A comparative study in the animal of the foxocity of the conclusion products of deverse materials p. 213 NB4-33015 An unusual toricological property of alcohol. The density effect on the organ of balance p. 214 NB4-33015 An unusual toricological property of alcohol. The density effect on the organ of balance p. 214 NB4-33019 Alboratory tests of motion sciences susceptibility. 215 NB3-20548 The Impact of Proposed Radio Frequency Radiation Standards on Mikhary Operations. J. 179 NB5-27128 The physical interactions of radiofrequency radiation helds and biological systems. p. 179 NB5-27128 The biological effects of radiofrequency radiation helds and biological systems. p. 179 NB5-27137 The cumulative effects of incompany radiation. The proposed radiofrequency radiation belowed of radiofrequency radiation. p. 179 NB5-27137 The medical results of human exposures to radiofrequency radiation of business of spidemiological studees p. 179 NB5-27137 The medical results of human exposures to radiofrequency radiation of p. 179 NB5-27131 The medical results of human exposures to radiofrequency radiation of p. 179 NB5-27131 The medical results of human exposures to radiofrequency radiation of p. 179 NB5-27131 The medical results of human exposures to radiofrequency radiation of p. 179 NB5-27131 Development and application of new radiofrequency radiation safety standards p. 180 NB5-27131 Development and application of new radiofrequency radiations safety standards p. 180 NB5-27138 Development and application of new radiofrequency radiations for the space transportation system program p. 179 NB5-28178 Space adaptation syndrome incidence and operations in the space transportation system program p. 179 NB5-28178 BIOMEDICAL DATA Space adaptation syndrome incidence and operation of p. 210 NB5-20158 Introduction. The clinical and biomedical evaluation to train and radiatives associated with acroise effects in the p. 171 NB5-28178 BIOMEDICAL DATA Space adaptation of human exposures to low frequence to
integrated systems p 49 N85-16747 investigating version dependence in fault-tiolerant software p 49 N85-16749. The effect on software design of testing by symbolic execution p 49 N85-16750. Rehable software design for avionics and space applications. A wespon system design approach to desprosize expications. A wespon system design approach to desprosize p 50 N85-16757 Avionics fault free analysis and arthical midligence for future aircraft maintenance p 50 N85-16757 Automatic briefing and mission management of the position of the positi	PACKSCATTERING Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGARD-CP-322] p 160 N83-30873 VHF-long-destance-propagation by auroral backscatter p 161 N83-30879 Anomalous propagation behavior of radio signals at high failtudes p 161 N83-30879 Anomalous propagation behavior of radio signals at high failtudes p 161 N83-30879 Authifrequency scattering for target characterization and identification: A summary of recent results p 204 N84-15663 The effect of turbujent almosphere on backscattered waves p 205 N84-15664 The nature of microwave backscattering from water waves p 205 N84-15665 Multiple paths on the ocean surface p 205 N84-15666 Ionosphene Modeling and HF radio systems at high fattudes Spectral Characteristics of high frequency waves backscattered by small scale F region irrequirentes. Evidence of strong sub-aurorat ion flow Evidence of strong sub-aurorat ion flow Evidence of strong sub-aurorat ion flow Evidence of strong sub-auroration flow Anomalistic design considerations for furboprop powerplant installations p 15 N84-27562 BALANCE Aeroelastic design considerations for furboprop powerplant installations p 15 N84-11123 BANDWIDTH Propagation constraints in the millimetre wavebands due to precipitation scattering p 183 N83-30884 A spectral emission mask for digital thropspheric scatter transmission p 17 N85-19297	military avastion p. 213 N84-33013 A comparative study in the animal of the foxicity of the combustion products of diverse materials p. 213 N84-33015 An unusual toxicological property of accords: The density effect on the organ of balance p. 214 N84-33015 Visual function and the defination of thresholds for exposure to laser radiation p. 214 N84-33015 Laboratory tests of motion sockness auscaptises-30648 The Impact of Proposed Radio Frequency Radiation Standards on Military Operations (IAGADIA, 5138) p. 179 N85-27132 The physical interactions of radiofrequency radiation heids and biological systems p. 179 N85-27131 The cumulative effects of radiofrequency radiation p. 179 N85-27131 The medical results of human exposures to low levits of radiofrequency radiation p. 179 N85-27132 The medical results of human exposures to radiofrequency radiation p. 179 N85-27133 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27138 Evaluation of human exposures to low frequency heids Development and application of new radiofrequency radiation astery standards p. 180 N85-27138 SINCHEDICAL DATA Spece adaptation syndrome incidence and operations amplications for the space transportation system program p. 210 N85-27138 EVALUATION of the program of the pace of the program of a 2200 ton surface effect of the p. 210 N85-27138 HOMETPRICS The U.S. Ar Force neurophysiological workload ties battery. Concept and validation p. 180 N85-21987 BLOWETPRICS Evaluation of human exposures to to feet feet battery. Concept and validation p. 207 N84-2106. BLOWETPRICS Evaluation of human exposures to low frequency feets.
integrated systems p 49 N85-16747 investigating version dependence in fault-tiolerant software p 49 N85-16749. The effect on software design of testing by symbolic execution p 49 N85-16750. Releable software design for avoince and species expications. A version system design approach to design and species expications. A version system design approach to design and species expications. A version system design approach to design and species of the system system system and artical intelligence for tuber excratt mentionance. p 50 N85-16750. Automatic briefing and mission management systems to batthelied support. p 55 N85-16990. Development of a Helicopter integrated navigation system. Sind species of the system	BACKSCATTERING Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGARD-CP-322] p 160 N83-30873 VHF-long-destance-propagation by auroral backscatter p 161 N83-30879 Anomalous propagation behavior of radio algorithm in 183-30879 Anomalous propagation behavior of radio algorithm in 183-308879 Authoritication: A summary of recent results The effect of turbulent atmosphere on beckscattered waves and the effect of turbulent atmosphere on beckscattered waves and the effect of turbulent atmosphere on beckscattered waves and the effect of turbulent atmosphere on beckscattered waves and the effect of turbulent atmosphere on beckscattered waves and the effect of turbulent atmosphere on beckscattered waves and the effect of turbulent atmosphere on beckscattered waves and the effect of turbulent atmosphere on beckscattered and the effect of turbulent atmosphere on beckscattered and the effect of turbulent atmosphere on beckscattered and the effect of turbulent atmosphere on the department of the effect of turbulent atmosphere backscattered by small scale Fregion regulaterial experience of strong sub-auroration flow p 194 N86-27550 On the relationship of Fregion structure in the daylacid auroral oval to left beckscatter signatures attributed to the polar cusp Auroelastic design considerations for turbulency towards chincia application p 15 N84-1123 BALLISTOCARDINORGAPHY Propagation constraints in the millimeter wavesbands due to prequisition scattering p 183 N83-30884 A spectral emission mask for digital transmission p 165 N83-30907 A technical solition to fading an factical satellite digital transmissions Diversity reception of COMSTAR 19/29 GHz satellite designations.	military avastion p. 213 NB-33013 A comperative study in the animal of the foxocity of the combustion products of deverse materials p. 213 NB-4-33015 An unusual toxicological property of activities the density effect on the organ of balance p. 214 NB-4-33015 Visual function and the definition of thresholds for exposure to isser radiation. p. 214 NB-4-33015 Laboratory tests of motion sectioness ausceptibility. The Impact of Proposed Redo Frequency Radiation Standards on NMIster Operations. J. 179 NB-5-2135 ACAPLS-138 The proposed Redo Frequency Radiation Standards on NMIster Operations. J. 179 NB-5-2136 The proposed interactions of radiofrequency radiation helds and biological systems. p. 179 NB-5-2137 The cumulative effects of radiofrequency radiation helds and biological systems. p. 179 NB-5-2137 The medical results of human exposures to low levels of radiofrequency radiation. p. 179 NB-5-2138 Review of epidemiological studies of human exposures to radiofrequency radiation. p. 179 NB-5-2138 Evaluation of human exposures to low frequency helds. p. 179 NB-5-2138 EVALEDICAL DATA Space adaptation syndrome incidence and operations implications for the space transportation system program (p. 180 NB-5-2138 EVALEDICAL DATA Space adaptation syndrome incidence and operations crash. p. 210 NB-5-2056 Introduction. The clinical and biomedical evaluation for them as a posture operation of a 2200 ton surface effect stip. p. 172 NB-5-2056 Introduction. The clinical and biomedical evaluation for them as a fatalities associated with acrois exposure program crash. p. 217 NB-5-2056 Introduction. The clinical and biomedical evaluation for the space transportation system program crash. p. 217 NB-5-2056 Introduction. The clinical and biomedical evaluation for the space transportation of p. 180 NB-5-2138 EVALEDICAL DATA Evaluation of human exposures to low frequence the standard operation of the seatment of convected vortices in compressible.
integrated systems p 49 N85-16747 investigating version dependence in fault-tiolerant software p 49 N85-16749. The effect on software design of testing by symbolic execution p 49 N85-16750. Rehable software design for avionics and space applications. A wespon system design approach to desprosize expications. A wespon system design approach to desprosize p 50 N85-16757 Avionics fault free analysis and arthical midligence for future aircraft maintenance p 50 N85-16757 Automatic briefing and mission management of the position of the positi	PACKSCATTERING Propagation Aspects of Frequency Sharing, Interference and System Diversity [AGARD-CP-322] p 160 N83-30873 VHF-long-destance-propagation by auroral backscatter p 161 N83-30879 Anomalous propagation behavior of radio signals at high failtudes p 161 N83-30879 Anomalous propagation behavior of radio signals at high failtudes p 161 N83-30879 Authifrequency scattering for target characterization and identification: A summary of recent results p 204 N84-15663 The effect of turbujent almosphere on backscattered waves p 205 N84-15664 The nature of microwave backscattering from water waves p 205 N84-15665 Multiple paths on the ocean surface p 205 N84-15666 Ionosphene Modeling and HF radio systems at high fattudes Spectral Characteristics of high frequency waves backscattered by small scale F region irrequirentes. Evidence of strong sub-aurorat ion flow Evidence of strong sub-aurorat ion flow Evidence of strong sub-aurorat ion flow Evidence of strong sub-auroration flow Anomalistic design considerations for furboprop powerplant installations p 15 N84-27562 BALANCE Aeroelastic design considerations for furboprop powerplant installations p 15 N84-11123 BANDWIDTH Propagation constraints in the millimetre wavebands due to precipitation scattering p 183 N83-30884 A spectral emission mask for digital thropspheric scatter transmission p 17 N85-19297	military avastion p. 213 NB4-33013. A comparative study in the animal of the foxicity of the combustion products of diverse materials p. 213 NB4-33015. An unusual toncological property of activity in the density effect on the organ of balance p. 214 NB4-33015. Visual function and the defination of thresholds for exposure to laser radiation. Laboratory tests of motion sockness a scopelysis of the comparation of the product of the comparation p. 214 NB4-33013. Laboratory tests of motion sockness a scopelysis of the comparation of the compara

4

BIPOLARITY

Bipolar VLSI technology p 187 N96-28340		
	Shock/turbulent boundary layer interaction and its control p 53 N65-16792	Secondary instability of shear flows p 194 N84-33763
The future of bipolar technology for avionics	Active and passive shock/boundary layer interaction	Application of two and three-dimensional criteria for
p 187 N86-28341	control on supercritical autois p 54 N85-16795	calculating transitions and boundary layers over swept
Monotithic eiteon binolar circuits for didabit	Transonic shock interaction with a tangentially-injected	wings p 52 N85-16783
applications p 187 N86-28342	turbulent boundary layer p 54 N85-16798	Three-dimensional boundary layers and shear flows activities at ONERA/CERT p. 194 N85-25785
Monolithic 6 bit subconverter for high speed, high	Three-Dimensional Boundary Layers	Brief review of current work in the UK on three
resolution A/D conversion systems p 169 N86-26354 BIT ERROR RATE	[AGARD-R-719] p 194 N85-25784	dimensional boundary layers p 195 N85-25788
The impact of propagation effects on the design of high	Aircraft Drag Prediction and Reduction	Aircraft Drag Prediction and Reduction
canacity digital microways links in the 18 GHz frequency	[AGARD.R-723] p 83 N86-15268	[AGARD-R-723] p.83 N86-15266
band p 174 N85-19278	Aircraft drag reduction technology: A summary p 84 N86-15267	Boundary-layer transition. T-S waves and crossflow
BIT SYNCHRONIZATION	Laminar flow control with suction: Theory and	mechanisms p 84 N86-15268 Laminar flow control with suction: Theory and
Design criteria for limited scan antennas at digital	experiment p 84 N86-15269	Laminar flow control with suction: Theory and experiment p 84 N86-15269
microwave line of sight links p 175 N85-19284	Design considerations for application of laminar flow	Effects of wakes on the heat transfer in gas turbine
Design issues in data synchronous systems p 129 N86-20407	control systems to transport aircraft p 64 N86-15270	cascades p 112 N86-29629
MTS.	Turbulent drag reduction for external flows	Wake-passing in a turbine rotor cascade
Monosithic silicon bipolar circuits for gigabit		p 112 N86-29630
applications p 187 NB6-28342	Transonic drag rise and drag reduction by active/passive boundary layer control p 85 N86-15275	Calculation of laminar-turbulent boundary layer transition
BLADE SLAP HOISE	boundary layer control p 85 N86-15275	on turbine blades p 113 N86-29639 The boundary layer behaviour of an advanced gas
Unsteady serodynamics application to helicopter noise	boundary layer control and high lift systems	turbine rotor blade under the influence of simulated film
and vibration sources p 145 N86-27241	boundary layer control and high lift systems (AGARD-AR-210) p 85 N86-20376	cooling p 117 N66-29862
Annulus wall boundary layer development in a	BOUNDARY LAYER EQUATIONS	BOUNDARY LAYERS
compressor stage including the effects of tip clearance	Subsonic/transonic viscous interactions	Effects of a skewed inlet end wall boundary layer on
p 103 N64-16207	p 20 N84-12075	the 3-D flow field in an annular turbine cascade
influence and to clearance measurement in	Three-Dimensional Boundary Layers (AGARD-R-719) p 194 N85-25784	p 102 N84-16202
turbomachines p 116 N86-29854	Three-dimensional boundary layers: A report on work	End-wall boundary layer calculations in multistage axial compressors p. 103 N84-16205
BLAST LOADS	in Germany p 195 N85-25786	Annulus wall boundary layer development in a
The clinical and biomedical evaluation of trauma and fatalities associated with aircrew ejection and crash. A	Three-dimensional boundary layer research at NLR	compressor stage, including the effects of tip clearance
Tataktes associated with aircrew ejection and crash. A Working Group report	p 195 N85-25787	p 103 N84-16207
[AGARD-AR-194] p 217 N85-21969	Problems and opportunities with three-dimensional boundary layers arcraft, missile, and ship	End-wall boundary layer measurements in a two-stage
introduction: The clinical and biomedical evaluation for	boundary layers aircraft, missile, and ship components p 195 N85-25789	tan p 103 N84-16206
traums and latelities associated with aircrew spection and	Computational aspects of unsteady flows	Experimental verification of an endwall boundary layer
crash p 217 N65-21970	p 144 N66-27232	prediction method p. 104 N84-16211 The effects of meteorology on manne aerosol and optical
List of head/neck injury on ejection in the German Armed	Unsteady airload computations for airfoil oscillating in	and in propagation p 169 N84-24950
Forces from 1972-1981 p 217 N85-21972 BLOOD CIRCULATION	attached and separated compressible flow	Shock/turbulent boundary layer interaction and its
Value of the tilt table in the exploration of circulatory	p 145 N86-27238	control p 53 N85-16792
function p 211 N84-21095	Calculation of laminar-turbulent boundary layer transition	Active and passive shock/boundary layer interaction
BLOOD FLOW	on turbine blades p 113 N86-29839	control on supercritical articles p.54 N85-16795
Exploration of arterial function using Doppler flow	Transpric empirical configuration design process	Low Reynolds number vehicles
determination. Application to aeronautical and space	p 20 N84-12079	AGARD-AG-288 p 81 N85-26666 Unsteady Aerodynamics-Fundamentals and
medicine p.211 N64-21091	An experimental method for analyzing shock-boundary	Applications to Aircraft Dynamics
Analysis of the transient response of temporal artery	layer interactions in cascades p 101 N84-16195	[AGARD-CP-386] p 143 N96-27224
blood flow data relative to various ans-G suit pressure schedules p 229 N85-19660	Boundary layer development on rotating bodies of	A model for correlating flat plate film cooling
BLOWING P 225 1465-15465	revolution p 102 N64-16204	effectiveness for rows of round holes
Control of the forebody vortex orientation by asymmetric	A short note on recent advances in the adaptive wall	p 113 N66-29840
air injection. Part A: Application to enhance departure/soin	technique for 3D-model tests at the TU-Berlin p 33 N84-23571	SOUNDARY VALUE PROSLEMS
recovery of fighter aircraft and Part B: Details of the flow	Turbulant diffuser flow studies related to the design of	Computational methods for subsonic and transonic aerodynamic design p 20 166-12074
structure p 119 N84-10088	the ETW diffuser p 33 N84-23572	aerodynamic design p 20 1/184-12074 Formulation of the Euler boundary value problem
Drag reduction due to boundary-layer control by combined blowing and suction p.52 N85-16785	Detailed study of the flow around a multi-element airfoil.	p 82 N86-15258
combined blowing and suction p 52 N85-16785 BO-105 HELICOPTER	Comparison with calculations p 51 N85-16775	Numerical methods p 82 N86-15259
Correlation aspects of analytical, wind tunnel and flight	Application of two and three-dimensional criteria for	Numerical solutions for thrue-dimensional cases: Swept
test results for a hingeless rotor helicopter	calculating transitions and boundary layers over swept wings p.52 N85-16783	wngs p 83 N86-15263
p 11 N63-30373	Prediction of the drag of wings at subsonic speeds by	Concluding remarks p.83 N86-15265
Flight tests with a new helicopter Force Feel System	viscous/inviscid interaction techniques	Unsteady flows: Fundamentals and applications p 143 N86-27225
(FFS) p 57 N85-16818	p 84 N86-15274	p 143 1400-27223
Flight research on visual aids and navigation equipment	SOUNDARY LAYER SEPARATION	A critical look at dynamic simulation of viscous flow o 143 N86-27230
for helicopter low-level flight at night p 58 N85-16820	Aerogynamics of Vortical Type Flows in Three	p 143 N86-27230
for helicopter low-level flight at night p 58 N85-16820	SOUNDARY LAYER SEPARATION Aerogynamics of Vortical Type Flows in Three Dimensions	p 143 N86-27230 Unsteady boundary-layer separation on articles performing large-amplitude oscillations: Dynamic staff
for helicopter low-level flight at right p 58 N85-16820 SODY TEMPERATURE Thermal consequences of localized SAR from RFR exposures p 179 N85-27130	SOUNDARY LAYER SEPARATION Aerodynamics of Vortical Type Flows in Three Dimensional Dimensional Property (AGARD-CP-342) p 75 N84-12099	p 143 N86-27230 Unsteady boundary-layer separation on arrolls performing large-amplitude oscillations: Dynamic stall p 144 N86-27231
for helicopter low-level flight at right p 58 N85-16820 MODY TEMPERATURE Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 MODY-WING AND TAIL CONFIGURATIONS	BOUNDARY LAYER SEPARATION Aerosynamics of Vortical Type Flows in Three Dimensions [AGARD-CP-042] Boundary layer segmentation on sharp highly swept leading segmentation on sharp highly swept leading segmentation of the segment segment of the difference on segmentary systems.	p 143 N86-27230 Unsteady boundary-layer separation on arrols, performing large-amplitude oscillations: Dynamic stall p 144 N86-27231 Unsteady vortex arroll interaction p 145 N86-27240
for histopter low-level flight at right p 56 N85-16820 CRONY TEMPERATURE Thermal consequences of localized SAR from FFR exposures FORY-WHMG AND TAIL COMPTIONATIONS Theoretical study of boundary-liver control	BOUNDARY LAYER SEPARATION Aerosynamics of Vortical Type Flows in Three Dimensions [AGARD-CP-042] Boundary layer segmentation on sharp highly swept leading segmentation on sharp highly swept leading segmentation of the segment statement of the difference on segmentary systems.	Unsteady boundary-layer superstoon on aerfork performing large-amplitude oscillations: Dynamic stall pl44 N86-27231 Unsteady vortex airfoil interaction p 145 N86-27240 SPAAN
for helicopter low-level flight at right p 58 N85-16820 MODY TEMPERATURE THEMERATURE THEMERATURE THEMERATURE THEMERATURE THEMERATION P. 179 N85-27130 MODY-INVIGATION TAIL CONFIGURATIONS Theoretical study of boundary-layer control p.52 N85-16784	POUNDARY LAYER SEPARATION Aerodynamics of Vortical Type Flows in Three Dimensions [AGARD-CP-342]	p 143 N86-27230 Unsteady boundary-layer separation on airroist performing large-amplitude oscillations: Dynamic stall p 144 N86-27231 Unsteady wortex airoi interaction p 145 N86-27240 BRAIN Slaen and wake onvisiology in weightlessness
for heicopter low-level flight at right p 58 N85-18820 RODY TEMPERATURE Thermal consequences of localized SAR from RFR exposures p179 N85-27130 RODY-INING AND TAIL CONFIGURATIONS Theoretical study of boundary-layer control p52 N85-16784	POUNDARY LAYER REPARATION Aeronynamics of Vortical Type Flows in Three Dimerations [AGARD_CP-342]	Unsteady boundary-layer separation on arrotate performing large-amplitude oscillations: Dynamic stall professional profess
for heicopter low-level flight at right p 58 N85-16920 **EMPERATURE** Thermal consequences of localized SAR from RFR exposures p 19 N85-27130 **BODY-INNE AND TAIL CONFIGURATIONS** Theoretical study of boundary-layer control p 52 N85-16784 **BODY-INNE COMPRIGURATIONS** Drag reduction due to boundary-layer control by	POUNDARY LAYER SEPARATION Agroynames of Vortical Type Flows in Three Dimensions [AGARD-CP-342] p.75 N84-12099 Boundary layer segmentation on sharp highly swept leading edges and its effects on secondary vortices p.90 N84-12132 Compressor and turbine blade boundary layer separation Drag reduction due to boundary-layer control by	D 143 N66-27230 Unsteady boundary-layer separation on arrors performing large-amplitude oscillations: Dynamic stall print N66-27240 Unsteady vortex arros interaction p 145 N66-27240 BINAM Sleep and wake physiology in weightlessness p 221 N85-31819 BINANCHING (BATHEMATICS) Noninear problems in flight dynamics involving
for heicopter low-level flight at might p 58 N85-18820 **EMPERATURE** Thermal consequences of localized SAR from RFR exposures* **BODY-INNO AND TAIL CONFIGURATIONS** Theoretics study of boundary-layer control p 52 N85-16784 **BODY-INNO CONFIGURATIONS** Drag reduction due to boundary-layer control by combined blowing and suction p 52 N85-16784 **EMPERATURE** **EMPERATURE** **INSTANCE: SAR	POUNDARY LAYER SEPARATION Aerodynamics of Vortical Type Flows in Three Dimensions (AGARD_CP-342)	Unsteady boundary-layer separation on arrolate performing large-amplitude oscillations: Dynamic stall p. 144 N86-27230 Unsteady vortex airfoi interaction p. 145 N86-27240 BINAIN Steep and wake physiology in weightlessness p. 221 N85-31819 BINAINCHING (BATHEMATICS) Norlinear problems in flight dynamics involving serodynamic binzestons p. 146 N86-27249
for heicopter low-level flight at might p 58 N85-18820 **EMPERATURE** Thermal consequences of localized SAR from RFR exposures* **BODY-NINDE AND TAIL CONFIGURATIONS** Theoretical study of boundary-layer control p 52 N85-18784 **BODY-WING CONFIGURATIONS** Drag reduction due to boundary-layer control by combined blowing and suction p 52 N85-18785 **BOURGER AINCRAFT** Maintenance and the military enveronment*	POUNDARY LAYER SEPARATION Agrocynamics of Vortical Type Flows in Three Dimensions [AGARD_CP-342]	D 143 N66-27230 Unsteady boundary-layer separation on arroist performing large-amplitude oscillations: Dynamic stall p144 N66-27231 Unsteady vortex arroi interaction p 145 N66-27240 BINAM Sleep and wake physiology in weightlessness p 221 N85-31819 BINANCHING (BATHEMATICS) Noninser problems in light dynamics involving aerodynamic brucestons Byth-resion theory explaint to arroid montrois.
for helicopter low-level flight at right p 58 N85.16820 RODY TEMPERATURE Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 RDDY-WWG AND TAIL COMPIGURATIONS Theoretical study of boundary-layer control p 52 N85-16784 RDDY-WWG COMPIGURATIONS Drag reduction due to boundary-layer control by combined blowing and suction p 52 N85-16785 ROWSEPA SMRCRAFT	POUNDARY LAYER SEPARATION Annoynamos of Vortical Type Flows in Three Dimensions AGARD_CP-342 p.75 M64-12099 Boundary layer segmentation on sharp highly swept leading adges and its effects on secondary vortices. N64-12132 Compressor and turbine blade boundary layer separation p.101 M64-16196 Drag reduction due to boundary-layer control by combined blowing and suction. p.52 M85-16796 Presumatic turbulators: A device for drag reduction at Reynolding numbers below 5 mission. p.52 M85-16796	Unsteady boundary-layer separation on arrols performing large-amplitude oscillations: Dynamic stall N86-27231 Unsteady vortex arrol interaction p. 145 N86-27231 Unsteady vortex arrol interaction p. 145 N86-27231 SWAM Separation of the separation
for heicopter low-level flight at might p 58 N85-18820 **EMPERATURE** Thermal consequences of localized SAR from RFR exposures* **BODY-WIND AND TAIL CONFIGURATIONS** Theoretical study of boundary-layer conflot p 52 N85-16784 **BODY-WING CONFIGURATIONS** Drag reduction due to boundary-layer confroit by combined blowing and suction p 52 N85-16785 **BOURSER AURCRAFT** Maintenance and the military environment p 157 N85-33243 **BOURSE (ORDINANCE)**	POUNDARY LAYER SEPARATION Annoynamos of Vortical Type Flows in Three Dimensions AGARD_CP-342 p.75 Mg4-12099 Boundary layer segmentation on sharp highly swept leading adges and its effects on secondary vortices. Mg4-12132 Compressor and furbine blade boundary layer separation p.101 Mg4-16196 Drag reduction due to boundary-layer control by combined blowing and suction p.52 Mg5-16796 Presumatic turbulators: A device for drag reduction at Reynolder numbers below 5 mission p.59 Mg5-16791 Unreleady boundary-layer separation on arroles performing large-amplitude occiliations. Dynamic stall	Unsteady boundary-layer separation on arrols performing large-amplitude oscillations: Dynamic stall performing large-amplitude oscillations: Dynamic stall Unsteady vortex arrol interaction p. 145 N86-27240 STAIN Seep and wake physiology in weightlessness p. 221 N85-31819 STAIN-CHIEGE (BAATHEMATICS) p. 221 N85-31819 STAIN-CHIEGE (BAATHEMATICS) p. 146 N86-27249 Bifurcation theory applied to arrolat motion theory applied to arrolat motion N86-27289 Study of the transition behavior of an applican in the control of their statements of the case o
for heicopter low-level flight at right p 58 N85-18820 **EMPERATURE** Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 **BODY-191996_AMD TAIL_COMPGUMATIONS** Theoretical study of boundary-layer control Drag reduction due to boundary-layer control Drag reduction due to boundary-layer control by combined blowing and suction p 52 N85-16785 **BOMBER_ANINCRAFT** Maintenance and the military environment p 157 **BOMBER_ANINCRAFT** **BOMBER_GRANACES** **BOMBER_	### POUNDARY LAYER SEPARATION Agrosynamics of Vortical Type Flows in Three Dimensions [AGARD_CP-342] p.75 N84-12099 Boundary layer segmentation on sharp highly swept leading edges and its effects on secondary vortices. p. 80 N84-12132 Compressor and furbine blade boundary layer separation Drag reduction due to boundary-layer control by combined blowing and suction p.52 N85-16785 Presumatic turbulators: A device for drag reduction at Reynolds numbers below 5 mallion p.53 N85-16791 Unsteady boundary-layer separation on airdos performing large-emplitude oscillations: Dynamic stall p.144 N86-27231	Unsteady boundary-layer separation on arrols performing large-amplitude oscillations: Dynamic stall performing large-amplitude oscillations: Dynamic stall Unsteady vortex arrol interaction p. 145 N86-27240 STAIN Seep and wake physiology in weightlessness p. 221 N85-31819 STAIN-CHIEGE (BAATHEMATICS) p. 221 N85-31819 STAIN-CHIEGE (BAATHEMATICS) p. 146 N86-27249 Bifurcation theory applied to arrolat motion theory applied to arrolat motion N86-27289 Study of the transition behavior of an applican in the control of their statements of the case o
for heicopter low-level flight at might p 58 N85-18820 **ENGOY*** TEMPERATURE** Thermal consequences of localized SAR from RFR exposures* **Exposures** **FORMAND TAIL CONFIGURATIONS** Theoretical study of boundary-layer conford p 52 N85-16784 **SODY-WING CONFIGURATIONS** **Draw reduction due to boundary-layer conford blowing and suction p 52 N85-16785 **EXEMPT CONFIGURATIONS** **EXPOSURES** **EX	POWNDARY LAYER SEPARATION Aerodynamics of Vortical Type Flows in Three Dimensions [AGARD-OP-342] Boundary layer segmentation on sharp highly swept leading degrees and its effects on secondary vortices. Compressor and turbine blade boundary layer separation Drag reduction due to boundary-layer control by combined blowing and suction. p 32 N85-18785 Presumatic turbulations: A derivation for degree reduction and Reynolds numbers below 5 millionaterios on aerods purity out of the properties of unstandary layer promise turbulations are control by purity out of the properties of unstandary layer purity out of the purity of the properties of the properties of the purity of the puri	Unsteady boundary-layer separation on arrols performing large-amplitude oscillations: Dynamic stall performing
for heicopter low-level flight at right p 58 N85-18820 RODY TEMPERATURE Thermal consequences of localized SAR from RFR exposures p179 N85-27130 RODY-INNIG AND TAIL CONFIGURATIONS Theoretical study of boundary-layer control p 52 N85-16784 SODY-INNIG CONFIGURATIONS Drag reduction due to boundary-layer control by combined blewing and suction p 52 N85-16785 BORBER AINCRAFT Maintenance and the mistary enveronment p 157 N85-33243 BORBS (ORDINANCE) Connecting secret and external loads p 23 N84-15046 Optimizing the specifications for an arraystace laser	### POUNDARY LAYER SEPARATION Agrosynamics of Vortical Type Flows in Three Dimensions [AGARD-CP-342] p.75 N84-12099 Boundary layer segmentation on sharp highly swept leading edges and its effects on secondary vortices. p. 80 N84-12132 Compressor and turbine blade boundary layer separation Drag reduction due to boundary-layer control by combined blowing and suction p.52 N85-16785 Presumatic turbulators: A device for drag reduction at Reynolds numbers below 5 million p.53 N85-16791 Unsteady boundary-layer separation on airdost prid HMS-27231 Computational aspects of unsteady flows p.144 N85-27232	Unsteady boundary-layer separation on arroist performing large-amplitude oscillations: Dynamic stall performing large-amplitude oscillations: Dynamic stall performing large-amplitude oscillations: Dynamic stall performing stall
for heicopter low-level flight at might p 58 N85-18820 **EMBOY************************************	POUNDARY LAYER SEPARATION Aerodynamics of Vortical Type Flows in Three Dimensions [AGARD_CP-342]	Unsteady boundary-layer separation on arrolate performing large-amplitude oscillations: Dynamic stall performing performi
for heicopter low-level flight at right p 58 N85-18820 RODY TEMPERATURE Thermal consequences of localized SAR from RFR exposures p179 N85-27130 RODY-WING AND TAIL CONFIGURATIONS Theoretical study of boundary-layer control p 52 N85-16784 SODY-WING CONFIGURATIONS Drag reduction due to boundary-layer control by combined blewing and suction p 52 N85-16785 BORBER AINCRAFT Maintenance and the mistary enveronment p 157 N85-33243 BOMBS (ORDINANCE) p 157 N85-33243 BOMBS (ORDINANCE) p 23 N84-15046 Optimizing the specifications for an arr-surface laser system p 68 N85-26644	### POUNDARY LAYER SEPARATION Agrosynamics of Vortical Type Flows in Three Dimensions [AGARD_CP-342] p.75 N84-12099 Boundary layer segmentation on sharp highly swept leading edges and its effects on secondary vortices. p. 80 N84-12132 Compressor and furbine blade boundary layer separation Drag reduction due to boundary-layer control by combined blowing and suction p.52 N85-16785 Presumatic turbulators: A device for drag reduction at Reynolds numbers below 5 mallion p.53 N85-16791 Unsteady boundary-layer separation on airdost p.144 N86-27232 ### N86-27232 #################################	Unsteady boundary-layer separation on arrotate performing large-amplitude oscillations: Dynamic stall profiled New Yorks arrots interaction p. 145 N86-27240 BNAM Steep and wake physiology in weightlessness p. 221 N85-31819 Nonlinear problems in flight dynamics involving aerodynamic brincations in flight dynamics involving aerodynamic brincations p. 146 N86-27249 Branchine theory applied to arrotat motions p. 146 N86-27250 Study of the transferon behavior of an arptaine in the vicinity of bifurcation points p. 149 N86-27256 BRISTOL-SIDDULEY 98 53 ENGINE Ground based testing without wind tunnels p. 40 N84-25634 BNOADSAMD New separation of the dissipation of distributions of the dissipation of the dissipation of the dissipation of the dissipation of distributions of distributions of the dissipation of distributions of the dissipation of distributions of the dissipation of distributions of the distribution of distributions of the dissipation of distributions of the dissipation of distributions of the distribution of distributions of the distribution of distributions of the distributions of the distribution of distributions of the distribution of the distribution of distributions of the distribution of the di
for heicopter low-level flight at might p 58 N85-18820 **ENGOY*** TEMPERATURE** Thermal consequences of localized SAR from RFR exposures* **Exposures** **FORMAND TAIL CONFIGURATIONS** Theoretical study of boundary-layer confrol p 52 N85-16784 **SODY-WING CONFIGURATIONS** **Dray reduction due to boundary-layer confrol by combined blowing and suction p 52 N85-16785 **SOURSER, AINCRAFT** **Maintenance and the military enveronment p 157 N85-33243 **SOURSE (ORDINANCE)* **Connecting accraft and external loads p 23 N84-15046 **Ophimizing the apportications for an ar-surface lisser system p 68 N85-28644 **SOURDER** **SOURDER** **Composite structure repair**	### POUNDARY LAYER SEPARATION Agrosynamics of Vortical Type Flows in Three Dimensions [AGARD_CP-342] p.75 N84-12099 Boundary layer segmentation on sharp highly swept leading edges and its effects on secondary vortices p. 90 N84-12132 Compressor and furbine blade boundary layer separation Drag reduction due to boundary-layer control by combined blowing and suction p.52 N85-16795 Pneumatic turbulators: A device for drag reduction at Reynolds numbers below 5 million p.53 N85-16791 Unsteady boundary-layer separation on aiross performing large-amplitude oscillations: Dynamic stall p.144 N85-27231 Computational aspects of unsteady flows 10 N85-16791 The development of unsteady boundary layers on the rotor of an axisi-flow furbine 10 N84-16197 Boundary-layer linear stability theory Boundary-layer linear stability theory Boundary-layer linear stability theory	Unsteady boundary-layer separation on arrols performing large-amplitude oscillations: Dynamic stall performing
for heicopter low-level flight at right p 58 N85-18820 RODY TEMPERATURE Thermal consequences of localized SAR from RFR exposures p179 N85-27130 RODY-WING AND TAIL CONFIGURATIONS Theoretical study of boundary-layer control p 52 N85-16784 SODY-WING CONFIGURATIONS Drag reduction due to boundary-layer control by combined blowing and suction p 52 N85-16785 BORBER AIRCRAFT Maintenance and the mistary enveronment p 157 N85-33243 BORBER (ORDNANCE) Connecting secret and externel loads p 23 N84-15046 Optimizing the specifications for an arr-surface laser system p 66 N85-26644 BOMBING COmposite structure repair (AD-A141456) p 155 N84-31300	POLINDRY LAYER SEPARATION Aerodynamics of Vortical Type Flows in Three Dimensions [AGARD-CP-342]	Unsteady boundary-layer separation on arroist performing large-amplitude oscillations: Dynamic stall Unsteady worker arroi interaction: 144 N86-2723 Unsteady worker arroi interaction: p. 145 N86-27240 SPAIN Sieep and wake physiology in weightlessness p. 221 N85-31819 SPAINENCHING (BARTHEMATICS) p. 221 N85-31819 SPAINENCHING (BARTHEMATICS) p. 126 N86-27249 Bifurcation theory applied to arroit motions: p. 146 N86-27249 Bifurcation theory applied to arroit motions of the control of th
for heicopter low-level flight at right p 58 N85-18820 RODY TEMPERATURE Thermal consequences of localized SAR from RFR exposures p179 N85-27130 RODY-WING AND TAIL CONFIGURATIONS Theoretical study of boundary-layer control p 52 N85-16784 RODY-WING CONFIGURATIONS Drag reduction due to boundary-layer control by combined blowing and suction p 52 N85-16785 BORBER AIRCRAFT Maintenance and the mistary enveronment p 157 N85-33243 BORBE (ORDNANCE) Connecting secret and externel loads p 23 N84-15046 Optimizing the specifications for an art-surface laser system p 68 N85-26644 BOMBING COMPRIOL P 155 N84-31300 BOMBOARY LAYER CONTROL Dean of transports compressor cascades for mirrinal	### SPERMATION Agrosynamics of Vortical Type Flows in Three Dimensions [AGARD_CP-342] p.75 N84.12099 Boundary layer segmentation on sharp highly swept leading edges and its effects on secondary vortices. p. 80 N84.12132 Compressor and furbine blade boundary layer separation. Drag reduction due to boundary-layer control by combined blowing and suction p.52 N85.16785. Presumatic intributions: A device for drag reduction at Reynolds numbers below 5 million p.53 N85.16791. Unsteady boundary-layer separation on aiross performing large-amplitude oscillations: Dynamic stall p.144 N86.27232. ##################################	Unsteady boundary-layer separation on arrols performing large-amplitude oscillations: Dynamic stall performing
for heicopter low-level flight at might p 58 N85-18820 **ENGOY*** TEMPERATURE** Thermal consequences of localized SAR from RFR exposures** p 179 N85-27130 **BODY-WING AND TAIL CONFIGURATIONS** Theoretical study of boundary-layer control p 52 N85-16784 **BODY-WING CONFIGURATIONS** Drag reduction due to boundary-layer control by combined blowing and suction p 52 N85-16785 **BOURSER AWINCRAFT** Meintenance and the military environment p 157 N85-33243 **BOURSER (ORDINANCE)* Connecting arcraft and external loads p 23 N84-15046 Optimizing the apportications for an ar-surface laser system p 68 N85-2844 **Composite structure repair* [AD-141458] *** BOUNDARY** LAYER CONTROL. Design of transport compressor cascades for mirral shock losses and comparison with lest results.	POLINDRAY LAYER SEPARATION Aerodynamics of Vortical Type Flows in Three Dimensions [AGARD-CP-342] p. 75 N84-12099 Boundary layer segmentation on sharp highly swept leading edges and its effects on secondary vortices. p. 80 N84-12132 Compressor and turbine blade boundary layer separation Drag reduction due to boundary-layer control by combined blowing and suction p. 52 N85-16785 Presentate turbulations: A device for drag reduction at Reynoldig numbers below 5 mallion p. 53 N85-16791 Unsteady boundary-layer separation on aerolds of the p. 144 N85-27231 Computational sepacts of unsteady flows p. 144 N86-27232 DUBDRAY LAYER STABLITY The development of unsteady boundary-layer invest stabiny thory in N84-13759 Boundary-layer invest stabiny thory p. 193 N84-33759 Boundary-layer transition: T.S seves and cross afforw mechanisms.	Unsteady boundary-layer separation on arrolate performing large-amplitude oscillations: Dynamic stall performing performi
for heicopter low-level flight at right £ 98. N85-18820 **GOV***TEMPERATURE** Thermal consequences of localized SAR from RFR propures** **PROPERATURE** Theoretical study of boundary-leyer control £ 22. N85-18785 **SODY-WING AND TAIL CONFIGURATIONS** Theoretical study of boundary-leyer control £ 22. N85-18785 **SODY-WING CONFIGURATIONS** Drag reduction due to boundary-leyer control by combined blowing and suction £ 22. N85-18785 **SOMESE CONTROLL** **SOMESE CONTROLL** **SOMESE CONFIGURATIONS** **DOMESE CONFIGURATIONS** **DOMESE CONFIGURATIONS** **DOMESE CONFIGURATIONS** **DOMESE CONFIGURATIONS** **CONFIGURATIONS**	### SPERMATION Agrosynamics of Vortical Type Flows in Three Dimensions [AGARD_CP-342] p.75 N84-12099 Boundary layer segmentation on sharp highly swept leading edges and its effects on secondary vortices. ### SPERMATION OF THE PROPERMATION OF	Unsteady boundary-layer separation on arrols performing large-amplitude oscillations: Dynamic state part of the New York and Programme state part of the New York and York a
for heicopter low-level flight at right p 58 N85-18820 **ENGOY************************************	### POLINDRAY LAYER SEPARATION Agrodynamics of Vortical Type Flows in Three Dimensions [AGARD_CP-342] p. 75 N84-12099 Boundary layer segmentation on sharp highly swept leading edges and its effects on secondary vortices. Compressor and turbine blade boundary layer separation Drag reduction due to boundary-layer control by combined blowing and suction p. 52 N85-16785 Presumatic turbulations: A device for drag reduction at Reynolde numbers below 5 mallion p. 53 N85-16791 Unsteady boundary-layer separation on aeriosis p. 144 N85-27231 **Computational sepacts of unsteady flows Drubling Layer and the p. 144 N86-27332 **Computational sepacts of unsteady flows Doundary-layer insets stability theory Distance Statility Description of the p. 145 N84-13759 Boundary-layer transition: T.S waves and cross afforms Description of the p. 145 N86-13759 Boundary-layer transition: T.S waves and cross afforms Description of the p. 145 N86-13759 Lamings flow control with suction: Theory and experiments Description of the p. 145 N86-15786 **Theory and experiment Description of the p. 145 N86-15786 **Theory and experiment Description Descriptio	Unsteady boundary-layer separation on arroist performing large-amplitude oscillations: Dynamic stall performing performin
for heicopter low-level flight at right £ 98. N85-1820 SQOY TEMPERATURE Thermal consequences of localized SAR from RFR exposures £ 179 N85-27130 SODY-WIND AND TAIL CONFIGURATIONS Theoretical study of boundary-leyer control £ 20. N85-1878 SODY-WIND AND TAIL CONFIGURATIONS £ 20. N85-1878 SODY-WIND CONFIGURATIONS £ 20. N85-1878 SOMEON £ 20. N85-1878 £ 20. N85-1878 SOMEON £ 20. N	POUNDARY LAYER SEPARATION Aerodynamics of Vortical Type Flows in Three Dimensions [AGARD-CP-342]	Unsteady boundary-layer separation on arroist performing large-amplitude oscillations: Dynamic stall proforming proformin
for heicopter low-level flight at might p 58 N85-18820 **ENGOY TEMPERATURE** Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 **BODY-WING AND TAIL CONFIGURATIONS** Theoretical study of boundary-layer control p 52 N85-16784 **BODY-WING CONFIGURATIONS** Drag reduction due to boundary-layer control by combined blowing and suction p 52 N85-16785 **BOMBE (ORDINANCE)* Connecting accraft and external loads p 23 N84-15046 Optimizing the specifications for an ar-surface lisser system p 68 N85-26844 **SOURCE Composite structure repair [AD-A141456] p 155 N84-31300 **BOUNDARY LAYER CONTROL** Design of transports compressor cascades for minimal shock losses and comparison with test results p 101 N84-16192 Improvement of Aerodynamic Performance Through Boundary Leyer Control and High Lift Systems (AGARD-29-365) p 95 N85-16771	### POUNDARY LAYER SEPARATION Agrosynamics of Vortical Type Flows in Three Dimensions [AGARD_CP-342] p.75 N84-12099 Boundary layer segmentation on sharp highly swept leading edges and its effects on secondary vortices. p. 90 N84-12132 Compressor and furbine blade boundary layer separation Drag reduction due to boundary-layer control by combined blowing and suction p.50 N85-16795 Pneumatic turbulators: A device for drag reduction at Reynolds numbers below 5 mallion p.53 N85-16791 Unsteady boundary-layer separation on aerosts prid # N86-27232 **Computational aspects of unsteady flows p.144 N86-27232 **POUNDARY LAYER STABILTY The development of unsteady boundary layers on the rotor of an axial-flow further p. 101 N84-16197 **Boundary-layer transferon: T-S waves and crossifions mechanisms Doundary-layer transferon: T-S waves and crossifions mechanisms DOUNDARY LAYER TRANSITION Ground/Flight Test Techniques and Correlation (BD-1829433) p.9 N85-30357	Unsteady boundary-layer separation on arrotist performing large-amplitude oscillations: Dynamic stall performing large-amplitude oscillations: Dynamic stall Unsteady worker arrotin interaction: p. 145 N86-27240 SWANN Sleep and wake physiology in weightlessness p. 221 N85-31819 SWANNCHWIG (BARTHEMATICS) p. 221 N85-31819 SWANNCHWIG (BARTHEMATICS) p. 126 N86-27249 Bifurcation theory applied to arrotal months of the performance of
for heicopter low-level flight at right p 58 N85-18820 **GOV***TEMPERATURE** Thermal consequences of localized SAR from RFR exposures	### POUNDARY LAYER SEPARATION Agrodynamics of Vortical Type Flows in Three Dimensions [AGARD-CP-342] p. 75 N84-12099 Boundary layer segmentation on sharp highly swept leading edges and its effects on secondary vortices. p. 80 N84-12132 Compressor and turbine blade boundary layer separation Drag reduction due to boundary-layer control by combined blowing and suction p. 52 N85-16785 Preservatic turbulations: A device for drag reduction of Reynoldig numbers below 5 million p. 52 N85-16791 Unsteady boundary-layer separation on aircloss proforming large-amplitude occiliations: Dynamic stall p. 144 N86-27231 Computational separation of unsteady flows BOUNDARY LAYER STABILITY D144 N86-2732 BOUNDARY LAYER STABILITY BOUNDARY LAYER TRAINSTION D 193 N84-32759 Boundary-layer transhors: T-S waves and cross-flow mechanisms p. 94 N86-15289 Laminar flow control with suction: Theory and experiment SOUNDARY LAYER TRAINSTION Ground[Flight] Test Techniques and Correlation (ADA129433) p. 9 N83-30357 Flight and wind-lumnet correlation of boundary luminary controls p. 194 N86-15289	Unsteady boundary-layer separation on arrols performing large-amplitude oscillations: Dynamic stall plate N86-27230 On arrols are provided in the N86-27240 SMAN Separation of the N86-27250 SMAN Sepa
for heicopter low-level flight at might p 58 N85-18820 **ENGOY TEMPERATURE** Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 **BODY-WING AND TAIL CONFIGURATIONS** Theoretical study of boundary-layer control p 52 N85-16784 **SODY-WING CONFIGURATIONS** Drag reduction due to boundary-layer control by combined blowing and suction p 52 N85-16785 **SOMES (ORDINANCE)* Connecting accraft and external loads p 23 N84-15046 Optimizing the specifications for an ar-surface lisser system p 68 N85-26844 **SOMES (ORDINANCE)* Composite structure repair [AD-A141456] p 155 N84-31300 **SOMES (AD-A141456] p 155 N84-31300 **SOUNDARY LAYER CONTROL* Design of transports compressor cascades or minimal shock losses and comparison with test results p 101 N84-16192 Improvement of Aerodynamic Performance Through Boundary Layer Control and High Lift Systems [AGARD-2-365] p 195 N85-16771 An update of the Canadar/USA augmentor-wing protect	### POUNDARY LAYER SEPARATION Agrosynamics of Vortical Type Flows in Three Dimensions [AGARD_CP-342] p.75 N84-12099 Boundary layer segmentation on sharp highly swept leading edges and its effects on secondary vortices. p. 90 N84-12132 Compressor and furbine blade boundary layer separation Drag reduction due to boundary-layer control by combined blowing and suction p.52 N85-16795 Presumatic turbulators: A device for drag reduction at Reynolds numbers below 5 mallon p.52 N85-16791 Unsteady boundary-layer separation on aerosts prompt and the p. 144 N86-27232 Computational aspects of unsteady boundary layers on the rotor of an axisi-flow furbing p. 144 N86-27232 #### POUNDARY LAYER STABILITY The development of unsteady boundary layers on the rotor of an axisi-flow furbing p. 101 N84-16197 Boundary-layer transfishor: T-S waves and crossifions mechanisms DOUNDARY LAYER TRANSITION Ground/Flight Test Techniques and Correlation [AD-122933] p. 1883-20357 Flight and wind-funnet correlation of boundary 'yee transition on the AEDIC transien on the Edicing on the AEDIC transien on the Control of the AEDIC transien on the p. 199 N83-30357 Flight and wind-funnet correlation of boundary 'yee transition on the AEDIC transien on the restored transien on the AEDIC transien on the restored transition on the AEDIC transien on the transition of the AEDIC transien on the transien on the AEDIC transien on the transien one the AEDIC transien on the transien one the AEDIC transien one.	Unsteady boundary-layer separation on arrols performing large-amplitude oscillations: Dynamic stall performing
for heicopter low-level flight at right p 58 N85-18820 **CONT **EMPERATURE** Thermal consequences of localized SAR from RFR exposures	POUNDARY LAYER SEPARATION Aerodynamics of Vortical Type Flows in Three Dimensions [AGARD-CP-342]	Unsteady boundary-layer separation on arroist performing large-amplitude oscillations: Dynamic stall Unsteady vortex arrois interaction: p. 145 N86-27230 EVAIN Steep and wake physiology in weightlessness. P. 221 N85-31819 EVALANCHING (BARTHEMATICS) p. 221 N85-31819 EVALANCHING (BARTHEMATICS) p. 221 N85-31819 EVALANCHING (BARTHEMATICS) p. 146 N86-27249 Editorial or theory applied to arroist motions. p. 146 N86-27249 Editorial or theory applied to arroist motions. p. 146 N86-27249 EVALUATION OF THE STATE OF THE STA
for heicopter low-level flight at might p 58 N85-18820 **GOV***TEMPERATURE** Thermal consequences of localized SAR from RFR exposures** **FROM: Part of the control of	POLYMORATY LAYER SEPARATION Agrodynamics of Vortical Type Flows in Three Dimensions [AGARD_CP-342]	Unsteady boundary-layer separation on arrols performing large-amplitude oscillations: Dynamic stall performing
for heicopter low-level flight at might p 58 N85-18820 REGOY TEMPERATURE Thermal consequences of localized SAR from RFR paposures p179 N85-27/30 RODY-WING AND TAIL CONFIGURATIONS Theoretical study of boundary-layer control p 52 N85-16784 RODY-WING CONFIGURATIONS Drag reduction due to boundary-layer control by combined blowing and suction p 52 N85-16785 ROMENS (GRONANCE) Connecting secret and external loads p 157 N85-33243 ROMENS (GRONANCE) Connecting secret and external loads p 23 N84-15046 Opinizing the specifications for an art-surface laser system (AD-141456) p 155 N84-31300 ROMENS (GRONANCE) Composite structure repeir p 157 N84-31300 ROMENS (GRONANCE) Composite struc	POLINDARY LAYER SEPARATION Acrospharms of Vortical Type Flows in Three Dimensions [14ARD-CP-342] p. 75 N84-12099 Boundary layer segmentation on sharp highly swept leading edges and its effects on secondary vortices. p. 80 N84-12132 Compressor and turbine blade boundary layer separation Drag reduction due to boundary-layer control by combined blowing and suction p. 52 N85-16785 Presentatic turbulators: A device for drag reduction of Reymolds numbers below 5 million p. 52 N85-16791 Unsteady boundary-layer separation on airclose performing large-empitude oscillations: Dynamic stall p. 144 N86-27232 Computational sepects of unsteady flows p. 144 N86-27232 Computational sepects of unsteady boundary layers on the rotor of an assai-flow turbine p. 101 N84-16197 Boundary-layer innex stabiny theory. Boundary-layer transition: TS. waves and crossition mechanisms. Boundary-layer transition: TS. waves and crossition for the p. 144 N86-2732 Computation of the control with suction: Theory and p. 144 N86-2732 Boundary-layer transition: TS. waves and crossition mechanisms. Boundary-layer transition: TS. waves and crossition of p. 144 N86-1732 Boundary-layer transition: TS. waves and crossition of p. 144 N86-1732 Boundary-layer transition: TS. waves and crossition of p. 144 N86-1732 Boundary-layer transition: TS. waves and crossition of p. 144 N86-1732 Boundary-layer transition: TS. waves and crossition of p. 144 N86-1732 Boundary-layer transition on the AEDC waves and control cortesion of boundary 'yest transition on the AEDC waves and Transition of Lammar Flow. P. 144 N86-2732 Boundary-layer transition on the AEDC waves and transition of Lammar Flow. 144 N86-1832 Boundary-layer transition on the AEDC waves and transition of Lammar Flow. 144 N86-1832 Boundary-layer transition on the AEDC waves and transition of Lammar Flow. 144 N86-1832 Boundary-layer transition on the AEDC waves and transition of Lammar Flow. 144 N86-1832 Boundary-layer transition of Lammar Flow. 144 N86-1832 Boundary-layer tra	Unsteady boundary-layer separation on arrolate performing large-amplitude oscillations: Dynamic stall performing large-amplitude oscillations: Dynamic stall Unsteady worker arrol interaction: p. 145 N86-27240 SMANN Sieep and wake physiology in weightlessness p. 221 N85-31819 SMANN-CHIER (BAATHER) p. 221 N85-31819 Nonlinear problems in flight dynamics: involving aerodynamic tafurcations: p. 146 N86-27249 Shuty of the transition behavior of an arplane in the wornly of bifurcation points. p. 146 N86-27265 Shuty of the transition behavior of an arplane in the wornly of bifurcation points. Shuty of the transition behavior of an arplane in the wornly of bifurcation points. Shuty of the transition behavior of an arplane in the wornly of bifurcation points. Shuty of the transition behavior of an arplane in the swint of the shuty of the same transition. Shuty of the transition behavior of an arplane in the swint of the shuty of the same transition. Shuty of the same transition of the same transition of the same transition of the behavior of the swint of the same transition of the behavior shuty of the same transition
for heicopter low-level flight at right p 58 N85-18820 **GOV***TEMPERATURE** Thermal consequences of localized SAR from RFR exposures** **FROM: Page 1979 N85-27130 **FROM: Page 2979 N85-27130 **FROM: Page 2979 N85-27130 **FROM: Page 2979 N85-27130 **FROM: Page 2979 N85-16785 **FROM: Page 2979 N85	### POLINDARY LAYER SEPARATION Agrodynamics of Vortical Type Flows in Three Dimensions [AGARD-CP-342] p. 75 N84-12099 Boundary layer segmentation on sharp highly swept leading edges and its effects on secondary vortices. Compressor and furbine blade boundary layer separation Drag reduction due to boundary-layer control by combined blowing and suction p. 52 N85-18785 Presentate turbulators: A device for drag reduction at Reynolds numbers below 5 million p. 53 N85-18785 Presentate turbulators: A device for drag reduction at Reynolds numbers below 5 million p. 53 N85-18785 Presentate turbulators: A device for drag reduction at Reynolds numbers below 5 million p. 53 N85-18785 Presentate turbulators: A device for drag reduction at Reynolds numbers below 5 million p. 53 N85-18785 Computational aspects of unsteady flows: **DOUNDARY LAYER STABLITY** The development of unsteady flows Boundary-layer innear stability theory Boundary-layer innear stability theory Boundary-layer innear stability theory Boundary-layer innear stability theory Boundary-layer transition: T-S waves and cross afflow mechalisms BOHEDARY LAYER STABLITY The development of unsteady flows BOHEDARY LAYER TRANSITION BOHEDARY LAYER TRANSITION Growd-friight Test Techniques and Commission [AD-A129433] D NS3-30353 P 100 NS3-30353 P 100 NS3-30353 P 101 NS3-30353 P 102 NS3-303033 P 103 NS4-33757	Unsteady boundary-layer separation on arrols performing large-amplitude oscillations: Dynamic stall part of the Nee 2728 of th
for heicopter low-level flight at might p 58 N85-18820 REGOY TEMPERATURE Thermal consequences of localized SAR from RFR paposures p179 N85-27/30 RODY-WING AND TAIL CONFIGURATIONS Theoretical study of boundary-layer control p 52 N85-16784 RODY-WING CONFIGURATIONS Drag reduction due to boundary-layer control by combined blowing and suction p 52 N85-16785 ROMENS (GRONANCE) Connecting secret and external loads p 157 N85-33243 ROMENS (GRONANCE) Connecting secret and external loads p 23 N84-15046 Opinizing the specifications for an art-surface laser system (AD-141456) p 155 N84-31300 ROMENS (GRONANCE) Composite structure repeir p 157 N84-31300 ROMENS (GRONANCE) Composite struc	POLINDARY LAYER SEPARATION Acrospharms of Vortical Type Flows in Three Dimensions [14ARD-CP-342] p. 75 N84-12099 Boundary layer segmentation on sharp highly swept leading edges and its effects on secondary vortices. p. 80 N84-12132 Compressor and turbine blade boundary layer separation Drag reduction due to boundary-layer control by combined blowing and suction p. 52 N85-16785 Presentatic turbulators: A device for drag reduction of Reymolds numbers below 5 million p. 52 N85-16791 Unsteady boundary-layer separation on airclose performing large-empitude oscillations: Dynamic stall p. 144 N86-27232 Computational sepects of unsteady flows p. 144 N86-27232 Computational sepects of unsteady boundary layers on the rotor of an assai-flow turbine p. 101 N84-16197 Boundary-layer innex stabiny theory. Boundary-layer transition: TS. waves and crossition mechanisms. Boundary-layer transition: TS. waves and crossition for the p. 144 N86-2732 Computation of the control with suction: Theory and p. 144 N86-2732 Boundary-layer transition: TS. waves and crossition mechanisms. Boundary-layer transition: TS. waves and crossition of p. 144 N86-1732 Boundary-layer transition: TS. waves and crossition of p. 144 N86-1732 Boundary-layer transition: TS. waves and crossition of p. 144 N86-1732 Boundary-layer transition: TS. waves and crossition of p. 144 N86-1732 Boundary-layer transition: TS. waves and crossition of p. 144 N86-1732 Boundary-layer transition on the AEDC waves and control cortesion of boundary 'yest transition on the AEDC waves and Transition of Lammar Flow. P. 144 N86-2732 Boundary-layer transition on the AEDC waves and transition of Lammar Flow. 144 N86-1832 Boundary-layer transition on the AEDC waves and transition of Lammar Flow. 144 N86-1832 Boundary-layer transition on the AEDC waves and transition of Lammar Flow. 144 N86-1832 Boundary-layer transition on the AEDC waves and transition of Lammar Flow. 144 N86-1832 Boundary-layer transition of Lammar Flow. 144 N86-1832 Boundary-layer tra	Unsteady boundary-layer separation on arrolate performing large-amplitude oscillations: Dynamic stall performing large-amplitude oscillations: Dynamic stall Unsteady worker arrol interaction: p. 145 N86-27240 SMANN Sieep and wake physiology in weightlessness p. 221 N85-31819 SMANN-CHIER (BAATHER) p. 221 N85-31819 Nonlinear problems in flight dynamics: involving aerodynamic tafurcations: p. 146 N86-27249 Shuty of the transition behavior of an arplane in the wornly of bifurcation points. p. 146 N86-27265 Shuty of the transition behavior of an arplane in the wornly of bifurcation points. Shuty of the transition behavior of an arplane in the wornly of bifurcation points. Shuty of the transition behavior of an arplane in the wornly of bifurcation points. Shuty of the transition behavior of an arplane in the swint of the shuty of the same transition. Shuty of the transition behavior of an arplane in the swint of the shuty of the same transition. Shuty of the same transition of the same transition of the same transition of the behavior of the swint of the same transition of the behavior shuty of the same transition

SUBJECT INDEX		CHANNEL CAPACITY
Wing buffeting active control testing on a transport	CARDIAC VENTRICLES	A review of neck injury and impaired consciousness
aircraft configuration in a large sonic tunnel p 123 N85-26750	Ventricular pre-excitation syndromes	associated with US Navy ejections 1 January 1969 - 31
Wing buffeting active control testing on a transport	p 210 N84-21084 Changes in cardiovascular function Weightlessness	December 1979 p 217 N85-21973 A review of fatakity, impairment of consciousness, and
aircraft configuration in a large sonic windfunnel	and ground-based studies p 220 N85-31815 CARDIOGRAMS	head/neck injury on USAF elections 1971 - July 1983
p 127 N85-27903 Wind tunnel and flight test analysis and evaluation of	Contribution of cardiac mechanograms in the expert	ρ 217 N85-21974 A review of fatality, impairment of consciousness and
the buffet phenomena for the alpha jet transonic wing	examination of francipersonnel p 210 N84-21089	head and neck injury on Royal Air Force ejections
p 145 N86-27239	CARDIOGRAPHY Non-invasive methods of cardiovascular exploration in	1968-1981 p 218 N85-21975
The pressure deflagration limit of solid rocket	aerospace medicine	Head/neck injury. Post mortem procedures, Annex 8 p 218 N85-21977
propellants p 61 N85-17046	[AGARD-AG-277(E)] p 210 N84-21082 Changes in cardiovascular function: Weightlessness	CATABOLISM
Techniques for interbus communication in a multibus	and ground-based studies p 220 N85-31615	Hypnotics and air operations p 208 N84-21072
avionic system p 24 N84-15050	CARDIOLOGY Non-investive methods of cardiovascular exploration in	CATALOGS (PUBLICATIONS) World atlas of ground conductivities with particular
A video bus for weapon system integration	aerospace medicine	emphasis on the ליניא latitude region
p 24 N84-15051	[AGARD-AG-277(E)] p 210 N84-21082 The contribution of nuclear medicine to cardiology	p 186 N86-27563 CATHODE RAY TUBES
Corrosion research in support of Canadian forces	p 211 N84-21092	Cathode ray tubes p 96 N83-30417
arcraft p 39 N84-25622	CARDIOVASCULAR SYSTEM	Color display technology in advanced fighter cockpits
C	Non-invasive methods of cardiovascular exploration in aerospace medicine	p 26 N84-15061 Visual perception in systems management in
•	[AGARD-AG-277(E)] p 210 N84-21082	aeronautics p 214 N84-33017
CABIN ATMOSPHERES	Main efectrocardiographic abnormalities in the medical examination of flying personnel p 210 N84-21083	A description of the process of elaborating man-machine dualog in an aircraft equipped with cathode tubes. Roles
Thermal constraints in a helicopter during long duration flights under extreme climatic conditions	Ventnoular pre-excitation syndromes	and specifications of piloted simulation methods
p 209 N84-21078	p 210 N84-21084 Continuous ECG monitoring by the Holter method	p 69 N85-26658
CADMIUM Optical bistability in Cd(x)Hg(1-x)Te	p 210 N84-21086	CRT install and secure stations for the generic monitor line p 198 N86-19632
p 236 N85-29760	Contribution of standard X-ray to cardiovascular exploration during the clinical examination of flying	CATHODOLUMINESCENCE
CALIBRATING Calibration of air-data systems and flow direction	personnel p 210 N84-21088	Vacuum fluorescent tubes p 97 N83-30422
sensors. AGARD Flight Test Techniques Senes, volume	Value of the lower body negative pressure test in aerospace medicine p 211 N84-21096	CATS Susceptibility of cat and squirrel monkey to motion
1	Methods and major findings of cardiovascular	sickness induced by visual stimulation. Correlation with
[AGARD-AG-300-VOL-1] p 197 N84-15530 Aeroacoustic noise measurements in wind tunnel	exploration involving the human centrifuge	susceptibility to vestibular stimulation o 215 N85-20650
p 35 N84-23584	p 212 N84-21097 Study of the cardiovascular system in microgravity.	CAUSES P213 Nos-20050
The estimation and correction of refractive bending in the AR3-D tactical radar systems p 170 N84-24958	Results and perspectives p 220 N85-31816	Investigation, reporting and analysis of US Army aircraft
General Integrated Multipurpose Inflight Calibration	Cardiovascular research in space: Problems and results p 220 N85-31817	accident p 28 N84-15077 CAVITIES
System (GIMICS) p 44 N84-34420 Tomado: Structural Usage Monitoring System	Medical Selection and Physiological Training of Future	Some aspects of the micromechanics of hot spot
(SUMS) p 46 N85-15680	Fighter Aircrew (AGARD-CP-396) p 225 N86-30309	formation in energetic materials p 59 N85-17036 CAVITY RESONATORS
High accuracy Doppler navigation employing optimum integrated position fix information p 55 N85-16803	Cardiovascular standards for selection and retention of	Cavityless optical bistability in systems of two-level
CANADA	high performance pilots in the USAF: Perspectives for the next decade p 226 N86-30313	atoms p 237 N85-29764
Canadian forces approach to aircrew medical selection p 225 N86-30311	Treadmill spiroergometry in the selection and screening	CELLS Operation and performance measurement on engines
CANADIAN SPACE PROGRAM	of high-performance combat aircraft pilots in the Beligan Air Force p 228 N86-30325	in sea-level test facilities. Introduction and general
Tactical military communications by satellite relay at high p 232 N85-20756	Relationship of cardiopulmonary fitness to flight	survey p 131 N84-25724 CENTAUR LAUNCH VEHICLE
CAPTIVE TESTS	performance in tactical aviation p 228 N86-30326 CASCADE FLOW	Shuttle/Centaur upper stage capability
Recent developments in store separation and grid survey techniques using the ARA Two-Sting Rig	Application of an inviscid-viscous interaction method to	p 235 N85-20773
p 36 N84-23595	transonic Compressor cascades p 100 N84-16190	CENTRAL PROCESSING UNITS Avionic software design p 4 N83-22113
A self-contained captive trajectory system for a blowdown wind tunnel p 36 N84-23596	A viscid inviscid interaction procedure for two dimensional caecades p 100 N84-16191	CENTRIFUGAL COMPRESSORS
blowdown wind tunnel p 36 N84-23596 CARBON DIOXIDE LASERS	Design of transonic compressor cascades for minimal	A viscid inviscid interaction procedure for two dimensional cascades p 100 N84-16191
Airspeed and wind shear measurements with an airborne	shock losses and comparison with test results p 101 N84-16192	A 3-D Euler method for internal transonic flows
CO2 CW laser p 14 N83-34898 Using an airborne CO2 CW laser for free stream airspeed	Flow trajectones, mixing and entropy fluxes in a turbine	computation with a multi-domain approach
and windshear measurements p 44 N84-34417	cascade p 101 N84-16193 An experimental method for analyzing shock-boundary	p 196 N85-32298 CENTRIFUGAL FORCE
Use of a CO2 laser lider for flight and penetration at very low altitudes p 90 N86-26326	layer interactions in cascades p 101 N84-16195	Dynamic behaviour of sphencal and asphencal contact
CARBON FIBER REINFORCED PLASTICS	Aerodynamic computation method of airfoil cascades subjected to viscous flow p 102 N84-16198	lenses exposed to + Gz-acceleration forces p 224 N86-26816
Thermal cycling tests on materials and components for space applications p 137 N83-30496	Effects of a skewed inlet end wall boundary layer on	CERAMIC COATINGS
Fractographic analysis of failures in CFRP	the 3-D flow field in an annular turbine cascade p 102 N84-16202	Shroud segments for unshrouded blade turbines
p 152 N84-10204 Monitoring of defect progression by accustic emission	Secondary flows and losses in a turbine cascade	p 112 N86-29835 CERAMICS
p 153 N84-10206	p 102 N84-16203	Ceramics as substitutes for scarce metals
Experimental investigation of delaminations in carbon fibre composite p 153 N84-10209	Reference test cases and contributors p 83 N86-15261	p 151 N84-33479
The effect of demage on the tensile and compressive	CASSEGRAM ANTENNAS	Ceramic heat exchangers for gas turbines or turbojet engines p 116 N86-29658
performance of carbon fibre laminates	Interference rejection by auxiliary teeds in cassegrain Earth terminals p 165 N83-30908	CEREBELLUM
p 154 N64-10213 Behavior of idealized discontinuities and impact	Earth terminals p 165 N63-30908 CAST ALLOYS	Neurophysiological correlates of motion sickness. Role of vestibulocerebellum and 'vomiting center' reenalyzed.
damages in CFRP under fatigue loading	Gas turbine engine design considerations as related to	p 214 N85-20643
p 154 NB4-10214 The influence of fabrication flows on the static and	alloys of high critical element content p 150 N84-33470	CERTIFICATION Certification expenence with methods for minimum crew
dynamic behavior of structures made of carbon-resin	Trace elements in superalloys and the implications for	demonstration p 32 N84-15101
composites p 154 N64-10215 The significance of defects and damage in composite	recycling p 151 N84-33484	Certifying onboard software: A total progressive approach p.141 N84-24625
structures p 155 N64-10219	Using recycled superalloys in precision casting p 152 N84-33486	Development testing: Use of sea level test bads and
In-service NDI of composite structures: An assessment of current requirements and capabilities	CASTING	ngs p 131 N84-25726
p 155 N84-10220	Cyclic endurance testing of the RB211-22B cast HP turbine blade 0.106 NR5.15747	An extended real-time microwave airplane position system p 44 N84-34419
Defect occurrences in the manufacture of large CFC	turbine blade p 106 N85-15747 CASUALTIES	GPS system field testing p 233 N85-20762
structures and work associated with defects, damage and repair of CFC components p 155 N84-10223	The clinical and biomedical evaluation of trauma and	Interactive design of specifications for airborne software set (GISELE) p 123 N85-26753
CAMBON FIBERS	fatalities associated with aircrew ejection and crash. A Working Group report.	The certification of airborne complex digital systems
Some trends in ariship technology developments. [AGARD-R-717] p 17 N84-12050	[AGARD-AR-194] p 217 N85-21989	p 123 N65-26754 Certifying complex digital systems on civil aviation
CARBON MONOXIDE LASERS	Introduction: The clinical and biomedical evaluation or	aircraft p 127 NB5-27907
Optically bistable devices using InSb p 236 N85-29758	trauma and fatalities associated with aircraw ejection and crash p 217 N85-21970	CHANNEL CAPACITY
CARBON STEELS	Statistics of french Armee de l'air ejections 1970 -	A system for measuring the characteristics of the ionospheric channel by digital transmissions.
Damage tolerance acceptance methods in structural components of a medium carbon steel and a medium	1980 p 217 N85-21971	p 175 N85-19287
components of a medium carbon steel and a medium	List of head/neck injury on ejection in the German Armed	Sensi data transmission with large output on the HF

CHANNEL FLOW

HANNEL FLOW		SUBJECTINDEX
	CITIES	Visual and spectroradiometric performance criteria for
HANNEL FLOW Local and mean heat transfer on the leading and trailing	Measurements of propagation at 900 MHz in an urban	Night Vision Goggles (NVG) compatible aircraft interior
surfaces of a square-sectioned duct rotating in the	zone for establishero a digital radiomobile system	kahtana p 222 N86-26807
orthogonal-mode p 111 N86-29826	p 175 N85-19288	Human factors. The Cinderella discipline in cockpit
HAMMELS (DATA TRANSMISSION)	CIVIL AVIATION	interface design p 225 N86-26825 Aircrew aspects of United Stated future tighter aircraft
The use of multiplex data buses in a high integrity	Fuel conservation and economy constraints p.86 N83-22179	p 225 N86-30310
		CODERS
Real-time channel evaluation p 159 N83-30865 HF propagation measurements for Real-Time Channel	Aeroelastic design of civil transports at the project stage p 15 N84-11120	HF system design principles p 158 NB3 30863
Evaluation (RTCE) systems 0 159 N83-30871	Ground and flight testing for aircraft guidance and	CODING
Adaptive systems in operation p 160 N83-30872	control	Inside a speech recognition machine p 166 N83-34187
The relations between the numerical control of the	(AGARD-AG-262) p 61 N85-22350	Data stimulated on-line-checking (IROLD)
engine and other aircraft functions p 18 N84-12062	Coul avionics flight testing with the RAE(B) BAC1-11	p 50 N85-16754
Effects of integrated maintenance on the definitions of	p 62 N85-22354	A mortem with pseudo-orthoganal codes Experimental
onboard equipments Mirage 2000 aircraft p 19 1984-12068	Certifying complex digital systems on civil aviation	results p 177 N85-19302
The degree symulation and developmental lesting of the	aircraft p 127 NB5-27907	Unsteady interactions of transonic airfolds with gusts and
Space Shuttle Data Bus System p 141 NB4-24624	CL-41 AIRCRAFT	concentrated vortices p 148 N86-27261
Evolution toward a multi-bus architecture for Army	TUTOR (CL-41A) tail light load survey p.46 N85-15678	COGNITION Military pilot ergonomics p 228 N85-19655
helicopter aylonic systems p 56 N85-16812	CLASSIFICATIONS	Military pilot ergonomics p 228 N85-19655 Some effects of display formal variables on the
Integration of sensor fusion in advanced helicopter	The standardization of bibliographic data	perception of aircraft spatial orientation
	p 243 N84-21432	p 230 N85 19666
Custome: Problems and Solutions	CLEARANCES	COHERENT RADAR
[AGARD-CP-363] p 172 N85-19269	A Canadan approach to flutter clearance for external	Small-scale irregularities in the high latitude F region
Digital data communications over microwave radio	stores p 117 N83-22216	p 184 N86 27551
channels p 173 N85-19272	Annulus wall boundary layer development in a	Influence of propagation in digital wireless beam
A review of atmospheric multipath measurements and	compressor stage, including the affects of tip clearance	microwave links p 174 N85:19277
digital system performance p 174 N85-19279	p 103 N84-16207	COLD WEATHER
An ionospheric mode detection system for HF communications application p 174 N85-19282	Aircraft tests in the clearance program for the use of a	Land vehicle corrosion management
Time and space domain filtering for improved HF	combat aircraft from a runway after damage repair p. 42 N84-34404	p 157 NR5 33246
communication p 177 N85-19298	Influence and tip clearance measurement in	COLLISION AVOIDANCE
Design version in data synchronous systems	turbomachines p 116 N86-29854	Overview of United States program for modernizing air traffic control and airway facilities p 86 N83-22184
p 129 N86-20407	CLINICAL MEDICINE	Influence of a perspective cockpit traffic display format
CHARGE COUPLED DEVICES	Handles of burkszene in the Goval Danish All Force	on pilot avoidance maneuvers p 230 NB5 19668
Charge processing in infrared CCD-sensor-arrays	p 213 N84-33014	COLLISIONS
p 191 N86-28363	A double blind comparative trial of powdered ginger root	A mm wave collision warning device for helicopters
CHARGE TRANSFER DEVICES Image dissector tube star trackers performance	hyosine hydrobromide, and cinnarizine in the prophylaxis	p 163 N83-30895
Advantages and drawbacks as compared to those of	of motion sickness induced by cross coupled stimulation	COLOR
charge transfer device star trackers p 138 N84-24606	p 216 NB5-20657	Color display technology in advanced fighter cockpits p.26 N84-15061
CHECKOUT	The clinical and radiological assessment of cervical warry Annax A p 218 N85-21976	Electronic displays Their strengths and weaknesses
On aircraft test software for first line maintenance		lov advanced high performance aircraft
p 9 N63-22152	Thermal consequences of localized SAR from RFR exposures p 179 N85-27130	p 230 N85-19664
Avionics fault tree analyzer p 25 N84-15053		Sensitivity to color contrasts and the selection of
Operational expenence with the National Transonic	Canadian forces approach to aircrew medical selection p.225 N86-30311	navigator personnel p 227 N86-30318
Facility p 32 N84-23565	CLOCKS	COLOR VISION
Joint service design for testability program	Numerical optical computing at the Ohio State	Visual and spectroradiometric performance criteria to Night Vision Goggles (NVG) compatible aircraft intendi-
p 47 N85 16733	University p 239 N85-29775	lighting p 222 N86-26801
Software fault tolerance experiments p 129 N86-20403	CLOUD COVER	COMBAT
	Military applications of meteorological satellite	Ground and hight testing on the fly-by-wire Jagua
CHEMICAL DEFENSE Psycho-ergonomic problems presented by the	(METSAT) data p 234 NB5-20767	exwenced with a full time quadruplex digital integrated fligh
prolonged wearing of gas masks p 208 N84-21073	10 cm radar ground clutter measurements taken from	control system p 3 N83 2211
Selected factors affecting aircrew performance during	a coastal steamer radar on passage from Bergen to North	Aeroelastic considerations in preliminary design of a military combat aircraft p.17, N84-1113
sustained operations p 208 N84-21074	Cape in May 1982 p 205 N84-15667	military combat aircraft p.17 N84-1113/ The effects of sleep loss and sustained mental work
Aeromedical support in military helicopter operations	COATINGS	Implications for command and control performance
p 212 N84-26280	Coating developments to restrict strategic materials	p 208 N84-2106
CHEMICAL EFFECTS	usage p 151 N64 33483	Aerodynamics of V/STOL aircraft Performance
Chemical-mechanical interaction in gears	Management of Corrosion (AGARD-LS-141) p 156 N85-33238	495/ sament p 40 N84-2563
p 94 N85-23785	[AGARD-LS-141] p 156 N85-33238 Land vehicle corrosion management	Evaluation of nose roof, and mast mounted sensor
CHEMOTHERAPY Hypnotics and air operations p 206 N84-21072	p 157 N85-33246	platforms for piloting and sighting integrated in futur combat helicopters p.56 NB5-1680
	COBALT	The design and development of an integrated cor
CHIPS (ELECTRONICS) Built-in test and self repair mechanisms in a digital	Towards a cycle without loss. Cobatt in the aircraft	system for battlefield helicopters p 56 N85 1681
correlator integrated circuit p 48 N85-18741	industry p 149 N84-33469	Combat canable space systems for factical support
Electro-ontic techniques for VLSI interconnect	COBALT ALLOYS	p 235 N85-2077
p 239 N85-29774	Understanding the roles of the strategic element cobalt in nickel base superalloys p 150 N84-33471	Air combat simulation. Methods, models, trends
Bipolar VLSI technology p 187 N86-28340	in nickel base superalloys p 150 N84-33471 Using recycled superalloys in precision cashing	p 62 N85-2235
Dayler expest processing with high speed I St devices	p 152 N84-33486	The STOL and maneuver technology program integrate control system p 124 N85-2675
p 189 N86-28352	COCKPIT SIMULATORS	
Monolithic 6 bit subconverter for high speed, high	Advanced flight simulation for helicopter development	Unsteady serodynamics and dynamic secret maneuverability p.147 N86-2725
resolution A/O conversion systems p 169 N86-28354	p 57 N85-16815	The use of ECG changes caused by acceleration
The impact of very high performance integrated circuits	COCKPITS	tolerance prediction factors p 226 N86-303
on avionics system readiness p 193 N86-28373	Avionic software design p.4 N83-22113 Human factors expects of displays p.96 N83-30415	Visual canabilities related to fighter arcrew performant
CHROMIUM	Human factors aspects of displays p 96 N83-30415 Cockpit environment p 96 N83-30416	in the F-14 and adversary aircraft D 227 N86-303
Substitution, and conservation recursion, to	Color denies technology in advanced fighter cockpits	Vision test hattery threshold and response time
chromium p 150 NB4-33473	p 26 NB4-15061	predictors of air-to-air visual target acquisition in F-14 air
CIRCADIAN PNYTHMS Sleep and wakefulness handbook for flight medical	Intervation of sensor fusion in advanced helicopter	adversary arcraft p 227 NBB-303
n#icars.	cockpri design p 57 N85-16813	COMBINATORIAL ANALYSIS
[AGARD-AG-270(FR)] p 207 N84-15788	impact of future aircombat characteristics on pilot	Combinatorial performance/cost analysis of
Circums shuthers and sustained contrations	performance and cockpit design p 229 NR5-19661	autonomous navigation system for aircraft p 86 Na5-286
ρ 207 N84-21067	Electronic displays. Their strengths and weaknesses for advanced high performance aircraft.	
Adendation to irracidanty of rest and activity	TO BOYANCED INGIT DESIGNATION OF THE LOCAL	COMBUSTION CHAMBERS Verification of life prediction through compone
p 208 N84-21070	Changes system and display concepts and their impact	testing p 106 N85-157
	on arcrew performance p 230 N85-19665	Computation of thermal radiation for gas turbs
Some issues in research on effects of sustained work	The cocket of the year 2000. How big a step?	conditions p 113 N66-298
and sleep loss on performance p 208 N84-21071		Heat transfer in gas turbine combustors. A discuss
and sleep loss on performance p 208 N84-21071	p 230 N85-19667	
and steep loss on performance p 208 N84-21071 CINCUIT RELIABILITY Design of self-checking NAICS (H-MOS) integrates	Influence of a perspective cockpit traffic displa; format	of mathematical modeling of combustion, heat and ma
and sleep loss on performance p 206 M84-21071 CINICUIT RELIABILITY Design of self-checking N-MOS (H-MOS) integrated p 48 M85-18742	Influence of a perspective cockpit traffic display format on pilot avoidance maneuvers p 230 N85-19668	of mathematical modeling of combustion, heat and ma
and sleep loss on performance p 206 N84-21071 CIRCUIT RELIABILITY Design of self-checking N-MOS (H-MOS) integrated circuits CIRCUILAR CYLINDERS	Influence of a perspective cockpit traffic displa; format on pilot avoidance maneuvers p 230 N85-19668. The F-18 A new era for human factors	of mathematical modeling of combustion, heat and materials with emphasis on heat transfer in gas turbs combustors. p.114 Nec-298
and steep lose on performance p 206 MS4-21071 CHICUTT RELIABILITY Design of self-checking N-MOS (H-MOS) integrated circuits p 48 MS5-16746 CHICULAR CYLINDERS Agrinocoustic noise measurements in wind bunnel	Influence of a perspective cockpit traffic displat format on plot avoidence maneuvers p 230 N85-19666 The F-18 A new era for human factors p 231 N85-19671 Cockent automation requirements derived from mission	of mathematical modeling of combustion, heat and mattransfer with emphasis on heat transfer in gas turbs combustors. Fifte:themass measurements for a cooling him disrupt
and sleep loss on performance p 206 N84-21071 CIRCUIT RELIABILITY Design of self-checking N-MOS (H-MOS) integrated circuits CIRCUILAR CYLINDERS	Influence of a perspective cockpit traffic displa; format on pilot avoidance maneuvers p 230 N85-19668 The F-18 A new era for human factors p 231 N85-19671	of mathematical modeling of combustion, heat and materials with emphasis on heat transfer in gas turbs combustors. p.114 Nec-298

SUBJECT INDEX

COMMILERS
Building in integrity to a higher order language
p.3 NB3-22107
The use of high order languages on microprocessors
p.5 NB3-22126 Full coverage impregement heat transfer. The variation in pitch to diameter ratio at a constant gapp p. 114. N86-29846.

Cooling techniques for turbojet pre-heater channels p. 114. N86-29847. OddbustNot ChesistRTY

Heat transfer in gas turbine combustors. A discussion of metherelecial modeling of combuston, heat and mass transfer with emphases on heat transfer in gas turbine p 114. N86-2843 The production of maintainable, trustworthy, and p.49 N85-16744 Grasp of information by the pilot in future combet p.229 N85-19662 Applying Al to the diagnosis of complex systemistures p.198 N86-19635 COMPRESSORS combustors COMBUSTION PRODUCTS Occupational Medicine Relevant to Aviation Medicine (AGARD-CP-341) p.213 N84-33011 A comparative study in the animal of the toxicity of the combustion products of diverse materials. fetures p 198 N86-19635

COMPONENT RELIABILITY
First level integrated maintenance in wespons systems p 25 N84-15054

Engine cyclic durability by analysis and material testing p 106 N85-1574A

A practical example of reducing life cycle costs and increased availability p 48 N85-16736

Current transmission systems p 91 N85-23767
The observation and interpretation of gear toxic least possible of the cycle costs and interpretation of gear toxic least possible of the cycle costs and interpretation of gear toxic least possible of the cycle testing COMPUTATION Compulation p 213 N84-33015 COMMAND AND CONTROL COMMAND AND CONTRO.

The high angle of attack behavior of a comball accraft Correlation between prediction and flight ... Merage 2000 grid. Nil. 3, 2008.

The effects of sleep loss and sustained mental work implications for command and control performance. Advanced technology for SAM systems analysis synthesis and simulation. grid. Nil. 3, 2008.

Defense Michael Sample Sample Program (DMSP) p. 234. NISS-20766. in aeronautics (AGARD-AR-209) COMMERCIAL AIRCRAFT
APU in commercial sirline operation parts A valuable and nondestructive control p 153 N84-10203 new tends in arrish technology developments [AGABD.R-716-ADD] Repair of composes structure repair, addendum (AGABD.R-716-ADD) Repair of composites Communication APU in commercial arkine operation p. 98 N84-12173
The man-machine interface in new generation commercial arkine p. 31 N84-1506
Cost of corrosion for commercial avaison p. 93 N84-25624
Requirements, applications, and results of strapdown interfact schembers decommercial. Histoprements, appications, and results of strapdown inernal technology to commercial arphanes.

Demonstration of relaxed stability on a commercial transport p.12 N85-26745. Reabsation of relaxed stability on a commercial transport p.123 N85-26746. Demonstration of relaxed static stability on a commercial transport p.126 N85-27986. Reabsation of relaxed static stability on a commercial transport p.126 N85-27896. COMPOSITE PROPELLANTS
Study of the transition from deflagration to detonation of previously fragmented propellants p 59 N8-17/1039
The heat sensitivity of solid propellants nts p60 N85-17043 COMPOSITE STRUCTURES.

The influence of labrosison flows on the static and synamic behavior of structures made of carbon-resin composites.

Advanced ND techniques for composite prinsip structures structures.

The significance of defects and denage in composite structures.

In-service NDI of composite structures. An assessment of current requirements and capabilities. S. M64-10219. p 240 N83-31541
The multiple resources model of human performance
implications for display design p 230 N85-19669
DeserunicATION
Network communications for a distributed avionics
system
Space System Applications to Tactical Operations
(AGARD-CP-344) p 231 N85-20751
Cord weather satellite systems
p 240 N83-31541
AB4-1962
p 240 N83-31541
p 240 N83-31 Effect of defects on aircraft composite structures

p.155 N84-10221
The engineering significance of defects in composite tructures

p.155 N84-10221
The engineering significance of defects in composite tructures

p.155 N84-10222 The engineering significance of defects in composite structures p. 155 M84-10221 Delamination growth in composite structures under inplaine compression loading p. 155 M84-10224 Aeroelastic leating of high-aspect-fails composite wings in the transoric regime p. 15 M84-11119 Composite structure repair p. 155 M84-31300 (AD-A141465) p. 155 M84-31300 [AGARD-CP-344]
Cord weather satellite systems
COMMUNICATION EQUIPMENT
Integration of ICNIA into adve
fighter secraft
COMMUNICATION NETWORKS Composes are view of the compose service of the compose structure reper, addendum | AGARD.R.9.16-ADD| p.156 N85.17057 | Chiefre States.LTV | Investigations unto the effects of scale and compressibility on list and drag in the RAE 5m pressurated compression on the analysis of the compose of ed high performance p 26 N84-15059 | AGARPU.S-127| model with the communications and coding plan Recommunications and coding plan Recommunications and coding plan Recommunication plan Recommunication period plan Recommunication networks plan Recommunication networks plan Recommunication plan Recommunication plan Recommunication plan Recommunication period Recommunication period Recommunication networks plan Recommunicat compressibility on his arm and low-speed wind tunnel OMPRESSIBILITY EFFECTS Laser velocimetry study flow held of a delta wing COMPRESSIBLE FLOW Inviscod compressible flow past a mino-minimum p 51 N65-16776 Numerical solutions for three-dimensional cases. Swept p 83 N86-15263 Numerical source of the models of the models of the potential flow equations potential flow equations potential flow equations p 195 N85-3295 COMMINGSON LOADS Deliampator growth in composite structures under models councression loading p 155 N84-10224 COMMUNICATION SATELLITES
A predictor model for EHF A predictor model for EHF communication satelities yistem availablelies in the presence of rain 163 N83-3066 Gain petterns of microwave common camer aniennas 165 N83-3060 A double gimballed momentum wheel for protison 3-aux stitudes control Technical evaluation report on the 46th Symposium of the Aviorica Panel on Space System Applications to the Aviorica Panel on Space System Applications to compression loading p 155 N84-10224
COMPRESSIVE STRENGTH
The effect of damage on the tensile and compressive
performance of carbon fibre laminates p 154 N84-10213 COMPRESSOR SLADES or cascades for minimal the Avionics Panel on S Tactical Operations [AGARD-AR-203] US MILSATCOM: Prewith test results p 101 N84-16192 US MILSATCOM Present and future p 232 N85-20753
Tactocal mistary communications by satellite relay at high leshudes
The Ferranh Tactical SHF SATCOM station (MANSAT) p 233 N85-20759
Practical aspects of digital minimum. Compressor and turbine blade boundary layer eparation p 101 N84-16196 separation
Annulus well boundary compressor stage, including t layer development in a, the effects of tip clearance p 103 N64-16207 COMPRESSOR NOTORS

Annuas wall boundary layer development in a compressor stage, including the effects of bp clearance p 103 1684-16207

cts of digital implementation of control p 120 N84-10101

Compressor rotor aerodynamics p 103 N84-162-00
Problems and possibilities for life extension in gas turbine components

p 103 N84-16210
p 105 N85-15742 omponents p 105 N85-15742

Transient thermal behaviour of a compressor rotor with entilation. Test resurts under simulated engine onditions. Computing the three dimensional boundary layer in a compressor p 102 N84-16200 ompressor

Verification of life prediction through component
p 106 N85-15748 Computation of influence of defects on static and fatigue strength of composites p. 154 N84-10217. The role of seroelasticity in the prefermany design of helicopter rotors p. 16 N84-11130. mics n 78 NA4-12117 p 37 N84-23597 Report of the working group on large-scale computing p 231 N84-34177 Numerical optical computing at the Ohio State Inversity p 239 N85-29775 University p. 239 N85-29775
COMMUTATIONAL FLUID DYNAMICS
Ground/Fight Test Techniques and Correlation
[AD-A129433] p. 9. 983-30357
[AD-A129433] m.m.d. fact techniques and in the AD-A129433 | p.9 N83-30357 Progress in wind tunnel test techniques and in the corections and analysis of the results p.9 N83-30358 Transonic configuration design (highter) p.21 N84-12062 Simulation of turbulent flows with a point vortex ethod p 78 N84-12119 method Numerical solutions of the Euler equations simulating vortex flows around wings p. 78. N84-12120. The treatment of convected vorticals in compressible potential flow p. 79. N84-12127. A contribution to the problem of vortex breakdown p. 79. N84-12125. Viscous Effects in Turbomachines

AGARD-CP-361] p 100 N84-16188

Progress in computation of viscous inviscod interaction IAGARD-CP-3511 p 100 N84-16188
Progress in computation of viscous immode interaction p 100 N84-16189.
A coupling method for the inverse mode calculation of transcrinc internal flows with a shock were 10 N84-16199.
An experimental method for analyzing shock-boundary layer interactions in cascades p 101 N84-16194.
Compressor and further blade boundary layer separation.
Aerodynamic computation method of service actualities adventiced to viscous flows and control of the first actualities. Aerodynamic computation method of service actualities adventiced to viscous flows and transcription of the first service and computation method of cascallarymetric flows in mitirate in a calculation method of assallarymetric flows in methods purposed in the computation of the first service flows in methods purposed to the cascallarymetric flows in methods and possible production method truthouter distance flow sludges related to the design of the ETW deflueer of 33 N84-23574. Report of the workers creater to the design of the ETW deflueer. Report of the working group on large-scale computing aeronautics (AGARD-AR-29) p. 23 N84-23574 Report of the working group on large-scale computing aeronautics (AGARD-AR-29) p. 23 N84-3417 Experimental data base for computers program assessment Report of the Fluid Dynamics Panel Working Group D4 Addendum (AGARD-AR-138-ADD) p. 81 N85-10020 Transitions wing and far field less details. Group be neuronament (AGAPD-AR-138-ADD) 981 N85-10022
Transonic wing and far field test data on a high aspect ratio transport wing for three dimensional computational method evaluation 981 N85-10022
Transonic wing and far field test data on a moderate aspect ratio wing for three dimensional computational method evaluation method evaluation p. 81 N85-10022
Detailed study of the flow eround a multi-element arroil
Comparison with celculations p.51 N85-1672
Transcenc Unsteady Aerodynamics and its Aeroelastic Applications
[AGAHD-CP-374] p. 63 N85-25171 (AGAND-CP-374) — 63 NaS-2517.
Trands in computational capabilities for fluid optivations in computational capabilities for fluid optivations in Computational Capabilities for fluid optivations in Capabilities for Capabilities f p 63 NB5 25171

improvement and extension of a numerical procedure	Study of the transition behavior of an airplane in the vicinity of bifurcation points p 149 N86-27266	COMPUTER NETWORKS The Application of New Technologies to Improve the
for the three dimensional unsteady transonic flows p 65 N85-25181	Calculation of Igminar-turbulent boundary layer transition	Delivery of Aerospace and Defence information
Application of time-invenzed methods to oscillating	on turbine blades p 113 N86-29839	[AGARD-CP-357] p 242 N84-21425
wings in transonic flow and flutter p 65 N85-25182	COMPUTATIONAL GRIDS	Open systems interconrection for the defence
Computation of unsteady transonic flows about	Numerical methods p 82 N86-15259	Community p 242 N84-21426 The Net Gateway trial p 242 N84-21427
two-dimensional and three-dimensional AGARD standard configurations p 65 N85-25183	Numerical solutions of two-dimensional reference test	Word processors in aerospace/detense information
Calculation of unsteady transonic flow around a high	cases p 83 N86-15262	services. Use of distributed information systems by the
swept wing p 65 N65-25184	Concluding remarks p 83 N86-15265	Office of the Secretary of Defense p 243 N84-21429
Unsteady transonic aerodynamic and aeroelastic	COMPUTER AIDED DESIGN Systematic computer aided control design	The standardization of bibliographic data p. 243 NR4-21432
calculations about airfoils and wings p 65 N85-25165 The application of transonic unsteady methods for	p 1 N83-22097	The application of management techniques to defence
calculation of flutter airloads p 65 N85-25186	Towards a ventable supervisor program for avionics	and other information services: The British approach
The development of unsteady transonic 3-D full potential	software p.4 NB3-22116	p 243 N84-21433
code and its aeroelastic applications p 85 N85-25187	The mentor approach to requirements specification	Computer-based conferencing p 244 NB4 21435
Three-dimensional boundary layers and shear flows	p 5 N83-22120	Automated document request and delivery systems in the United Kingdom p 244 N84-21436
activities at ONERA/CERT p 194 N85-25785 Three-dimensional boundary layers: A report on work	Computer-Aided Design and Analysis of Digital Guidence	Maintaining consistency and accommodating network
in Germany p 195 N85-25786	and Control Systems [AGARD-LS-128] p 119 N84-10093	repair in a self-regenerative distributed database
Three-dimensional boundary layer research at NLR	Design environments and the user interface for CAD	management system (a discussion of the means and
p 195 N85-25787	of control systems p 120 N84-10095	cost) p 68 N85-26656
Brief review of current work in the UK on three	Modeling and simulation techniques	Dependable avronic data transmission p 129 N86-20405
dimensional boundary layers p 195 N85-25788 Problems and opportunities with three-dimensional	p 120 N84-10096	COMPUTER PROGRAM INTEGRITY
boundary layers aircraft, missile, and ship	Numerical aspects of control design computations	Software for Avionics
components p 195 N85-25789	p 120 N84-10097	[AD-A127131] p.4 N83-22112
Low Reynolds number vehicles	Direct digital design via pole placement techniques p 120 N84-10099	Dissimilar software in high integrity applications in flight
[AGARO-AG-288] p 81 N85-26666	Systematic computer aided control design	CONFUTER PROGRAMMING
Three-Dimensional Techniques Applied to Internal Flows in Propulsion Systems	p 120 N84-10100	DLAO A support system for defining avionics
(AGARD-LS-140) p 195 N85-32293	Preliminary Aeroelastic Design of Structures (PADS)	software p 5 N83-22119
The calculation of fully three dimensional flow through	methods development and application p 14 N84-11117	Electronic warfare software p.6 NB3-22133
any type of turbomachine blade row	p 14 N84-1111/ The development of FAST-FLOW (a program for flutter	Introduction to coding for HF communications
p 195 N85-32294	optimization to satisfy multiple flutter requirements)	p 159 N83-30866 Practical aspects of digital implementation of control
An analysis of flow models: From Navier-Stokes to potential flow equations p 195 N85-32295	p 15 N84-11124	laws p 120 N84-10101
potential flow equations p 195 N85-32295 Computation of three-dimensional, inviscid, rotational	Aeroelasticity and optimization at the design stage	The production of maintainable, trustworthy and
Nova p 196 N85-32296	p 16 N84-11131	portable software p 49 N85-16744
An elliptic calculation procedure for 3-D viscous flow	Towards a modularity of software conceived for the requirement of the user p 22 N84-15040	Design for tactical avionics maintainability, technical
p 196 N85-32297	Computer graphics techniques for aircraft EMC analysis	evaluation report [AGARD-AR-204] p 97 N85-23798
A 3-D Euler method for internal transors flows	and design p 25 N84-15055	Unsteady transonic aerodynamic and aeroelastic
computation with a multi-domain approach p 196 N85-32298	CASCADE: A design environment for future avionic	calculations about autous and wings p 65 N85-25185
Performance evaluation of flow in turbomachinery blade	systems p 25 N84-15057	Sensory feedback structures in robotics
rows p 196 N85-32299	CADAS: A computer aided design tool for avionic systems p 27 N84-15065	p 198 N86-19633
Numerical solution of the Navier-Stokes equations for	The evaluation/validation process Practical	Two-level data-flow architecture for programmable signal processing p 190 N86-28358
3-D internal flows. An emerging capability n 196 N85-32300	considerations and muthoriology for the evaluation of	signal processing p 190 N86-28358 A revolutionary design method for VLSI signal
p 196 N85-32300 Calculation of 3-D flow without numerical mixing	phenomenological data p 241 N84-17064	processors p 190 N86-26361
p 196 N85-32301	Some aspects of guidance loop design for SAM	COMPUTER PROGRAMS
Aerodynamics and Acoustics of Propellers	systems p 141 N84-31251	On validation of mission-software by closed-loop testing
[AGARD-CP-366] p 70 N86-11147	Report of the working group on large-scale computing in aeronautics	in realtime p.3. N83-22106 NASA/RAE collaboration on nonlinear control using the
Aerodynamic method used in France for advanced fast	[AGARD-AR-209] p 231 N84-34177	F-8C digital fly-by-wire aircraft p 3 N83-22109
propeller study p 71 N86-11149 Design concept and performance prediction technique	The Influence of Large Scale Computing on Aircraft	Towards a ventable supervisor program for avionics
for potential flows around advanced propellers	Structural Design	software p.4 N83-22116
p 71 N86-11150	[AGARD-R-706] p.90 N85-10040 Aerospatiale's experimentations of vectorization on	Electronic warfare software p 6 NB3-2213:
A review of ARA research into propeller aerodynamic	supercomputers for aircraft structural problems	An eight point testing strategy for real time software
prediction methods p 71 NB6-11151	p 90 N85-10041	p 7 N83-2213- Tornado flight control software validation. Methodologi
Aerodynamics of wide-chord propellers in non-axisymmetric flow p 71 N86-11153	Large scale computing in aeronautical design	and tools p 7 N83-2213
A unified approach for the aerodynamics and acoustics	p 91 N85-10043	Applications of network modeling and analysis to system
of propellers in forward motion p 71 N86-11155	Hardware/software codesign for maintainable systems p 50 N85-16753	validation and verification p 7 N83-2213
Theoretical analysis of linearized acoustics and		IDA Software test language and related tools
aerodynamics of advanced supersonic propellers	Design of an airfoil leading edge slat using an inverse aerodynamic calculation method p 51 N85-16777	p 7 NB3-2213 Software verification of a civil avionic AHR system
p 72 N86-11156	Software for designing teeth for reduction gears and	50ffware vertication of a civil avionic AFIR system p 7 NB3-2213
A general theory of arbitrary motion aerodynamics using an aeroscoustic approach p 72 N86-11157	transmissions p 92 NB5-23773	Progress in verification of microprograms
Test cases for inviscid flow field methods	Design-To-Cost (DTC) methodology to achieve affordable avionics p 67 N85-26645	p 7 N83-2213
[AGARD-AR-211] p 82 N86-15256	attordable avionics p 67 N85-26645 The use of fault tolerant and testable high performance	Validation of software for integration of missiles with
Numerical methods p 82 N86-15259	integrated circuits for improved military electronic system	arcraft systems p 7 N83-2214
Exact solutions to transonic and supersonic flows	availability p 188 N86-28347	Implementing high quality software p.7. N83-2214
p 83 N86-15260	A high performance chip set implementation of a finite	The quality of avionics software Specification an evaluation p.7 N83-2214
Numerical solutions of two-dimensional reference test	(mpulse response filter p 189 NB6-28351	Dissimilar software in high integrity applications in fligh
0.0021.3014.000		controls p 7 N83-2214
cases p 83 N86-15262	A floating point processor for missite guidance	
cases p.83 N86-15262 Unsteady viscous flow of an incompressible fluid around a profile: A comparison of theory and practice	p 191 N86-28366	F/A-18 software development. A case study
cases p.83 N86-15262 Unsteady viscous flow of an incompressible fluid around a profile: A comparison of theory and practice	p 191 N86-28366 New system design methodologies in the design of	F/A-18 software development. A case study p.8. N83-2214
cases p 83 N86-15692 Unsteady viscous flow of an incompressible fluid around a profile: A companison of theory and practice p 143 N86-27227 Computational aspects of unsteady flows	p 191 N86-28366 New system design methodologies in the design of modern imaging missive systems stimulated by the	F/A-18 software development. A case study p.8 N83-2214 A life cycle model for avionic systems.
cases p 83 Ne6-1582 Unsteady viscous flow of an incompressible fluid around a profile: A companison of theory and practice p 143 Ne6-27227 Computational aspects of unsteady flows p 144 Ne6-27232	p. 19.1. N88-28366. New system design methodologies in the design of modern imaging missile systems stimulated by the introduction of VLSI development tools. p. 192. N86-28:67	F/A-18 software development. A case study p.8 N83-2214 A life cycle model for avionic systems p.8 N83-2214
cases Unsteady viscous flow of an incompressible fluid around a profile: A companion of theory and practice p 143 N84-27227 Computational aspects of unsteady flows p 144 N86-27232 Unsteady furbulent boundary-layer experiments with	p 191 N86-28366 New system design methodologies in the design of modern smaging missele systems stimulated by the introduction of VLSI development tools COMPUTER DESIGN	F/A-18 software development. A case study p.8. Ns3-2214 A life cycle model for avionic systems p.8. Ns3-2214 Avionics software support cost model
cases Unsteady viscous flow of an incompressible fluid around a profile: A comparison of theory and practice p143 NB6-27227 Computational aspects of unsteady flows p144 NB6-27232 Unsteady furbulent boundary-layer experiments with readily changing five-streen conditions.	p 191 N88-28366 New system design methodologies in the design oil modern maging missée systems stimulated by the introduction of VLSI development tools p 192 N88-28:67 COMPUTER DESIGN Avonic software design p 4 N83-22113	F/A-18 software development. A case study p.8 N83-2214 A life cycle model for avionic systems p.8 N83-2214 Avionics software support cost model p.8 N83-2214
cases p 33 N86-15/262 Unsteady viscous flow of an incompressible fluid around a profile: A companion of theory and practice p 143 N86-27227 Computational aspects of unsteady flows p 144 N86-27232 Unsteady turbulent boundary-layer experiments with rapidly changing free-stream conditions p 144 N86-27233	P 191 N98-28:966 New system design methodologies in the design oil modern imaging missile systems stimulated by the introduction of VLSI development tools p 192 N98-28:67 COMPUTER DESIGN Avionic software design p 4 N83-22113 D.L.A.C. A support system for defining a vionocia.	F/A-18 software development. A case study B N83-2214 A life cycle model for avionic systems p 8 N83-2214 Avionics software support cost model p 8 N83-2214 A software-cost diatabase for serospace software
cases p 83 N86-15282 Unateady viscous flow of an incompressible fluid around a protie: A companison of theory and practice p 143 N86-27227 Computational aspects of unateady flows p 144 N86-27232 Unateady furbulent boundary-layer experiments with rapidly changing free-stream conditions p 144 N86-27233 Review of SMP 1994 Symposium on Transonic Unsteady	P 191 N88-28366 New system design methodologies in the design oil modern imaging missle systems stimulated by the introduction of VLSI development losts COMPUTEN DESIGN AVONE software design D.L.A.O.: A support system for defining avonces software p 5 N83-2213	F/A-18 software development. A case study A life cycle model for avvonic systems p.8. N83-2214 A vonica software support cost model p.8. N83-2214 A software-cost database for serospace software development.
cases p 33 N86-15/262 Unsteady vacous flow of an incompressible fluid around a profile: A companion of theory and practice p 143 N86-27227 Computational aspects of unsteady flows 1 N86-27232 Unsteady turbulent boundary-layer experiments with rapidly changing free-streem conditions p 144 N86-27233 Review of SMP 1969 Symposum or Transporic Unsteady Aerochamstres and its Aeroelastic Apolication.	P 191 N88-28366 New system design methodologies in the design oil modern imaging missile systems stimulated by the introduction of VLSI development tools p 192 N88-28:67 COMPUTER DESIGN Avionic software design p 4 N83-22113 D.L.A.O.: A support system for defining avionics software p 5 N83-22119 Application of computational proceduras in seroid-imprine.	F/A-18 software development. A case study A life cycle model for avvonic systems p.8. N83-2214 Avonica software support cost model p.8. N83-2214 A software-cost database for serospace software development. P.8. N83-2219 The military user view of software support throughout the in-senice life of sonic systems. p.8. N83-2219 p. 8. N83-2219
cases Unateady vacous flow of an incompressible fluid around a profile: A companion of theory and practice p 143 N86-27227 Computational aspects of unsteady flows p 144 N86-27232 Unsteady turbulent boundary-layer experiments with rapidly changing free-stream conditions p 144 N86-27233 Review of SMP 1964 Symposium or Transconic Unsteady Aerodynamics and its Aeroelastic Applications p 144 N86-27236 Transconic serodynamic and seroelastic Characteristics	New system design methodologies in the design not modern imaging missile systems stimulated by the introduction of VLSI development tools p 192 N88-28:67 COMPUTER DESIGN AMONIC software design p 4 N83-22119 D.L. A.O.: A support system for defining amonics software p 5 N83-22119 Application of computational proceduras in seroid-name design p 20 N84 12078 COMPUTER GRAPHICS	F/A-18 software development. A case study A life cycle model for avionic systems Avionics software support cost model B N83-2214 A software-cost database for aerospace software development The matery user view of software support throughout the n-service life of synonic systems B N83-2219 B N83-2219 B N83-2219 B N83-2219 A software cost database for aerospace software B N83-2219
cases p 33 N86-15/262 Unsteady vacous flow of an incompressible fluid around a profile: A companion of theory and practice p 143 N86-27227 Computational aspects of unsteady flows 1 N86-27232 Unsteady turbulent boundary-layer experiments with rapidly changing free-streem conditions p 144 N86-27233 Review of SMP 1969 Symposum or Transporic Unsteady Aerochamstres and its Aeroelastic Apolication.	P 191 N88-2896 New system design methodologies in the design oil modern imaging missile systems stimulated by the introduction of VLSI development tools COMPUTER DESIGN AVOING software design p 4 N83-22113 D.L.A.O.: A support system for defining avoid software design p 5 N83-22119 Application of computational procedures in serior-frame design p 20 N84-1276 COMPUTER GRAPHICS Light territing diodes p 96 N83-30419	F/A-18 software development. A case study A life cycle model for avvonic systems p. 8. N83-2214 A vonica software support cost model p. 8. N83-2214 A software-cost database for serospace software development. P. 8. N83-2217 The miditary user view of software support throughout the in-senice life of somore systems. p. 8. N83-2214 Design of a software maintenance facility for the RAF p. 8. N83-2219 Design of a software maintenance facility for the RAF p. 8. N83-2219
cases p 83 N86-15282 Unateady viscous flow of an incompressible fluid around a profile: A comparison of theory and practice p 143 N86-27227 Computational aspects of unsteady flows p 144 N86-27232 Unsteady furbulent boundary-layer experiments with rapidly changing free-streem conditions p 144 N86-27233 Review of SMP 1984 Symposium or Transportic Unsteady Aerodynamics and its Aeroelastic Applications of a variable sweep wing p 144 N86-27236 Unsteady syrings computations for aeriod coefficient of unstable sweep wing p 144 N86-27237 Unsteady serioed computations for aeriod coefficient in	New system design methodologies in the design not modern imaging missile systems stimulated by the introduction of VLSI development tools p 192 N86-28:67 COMPUTER DESIGN Anonic software design p 4 N83-22113 D.L.A.O.: A support system for defining anonics software p 5 N83-22119 Application of computational proceduras is seroid-name design p 20 N84-12078 COMPUTER GRAPHICS Light emitting diodes p 96 N83-30419 Aviories concept evaluation at the force level	F/A-18 software development. A case study A life cycle model for avonic systems. p. 8. N83-2214 Avonics software support cost model. p. 8. N83-2214 A software-cost database for aerospace software-development. The midtary user view of software support stroughouthe in-senice life of avonic systems. Design of a software maintaince facility for the RAS - 2215 A Software Frameering Environment (SEE) for vessor.
cases Unateady viscous flow of an incompressible fluid around a profile: A comparison of theory and practice p 143 N86-27227 Computational aspects of unateady flows p 144 N86-27232 Unateady turbulent boundary-layer experiments with rapidly changing free-stream conditions p 144 N86-27232 Unateady furbulent boundary-layer experiments with rapidly changing free-stream conditions p 144 N86-27230 Aerodynamics and its Aeroelastic Applications p 144 N86-27230 Transonic serrodynamic and serroelastic characteristics of a variable sweep wing p 144 N86-27230 Unateady sirload computations for serfoli decillating in attached and seepraged compressible flow	P 191 N88-2896 New system design methodologies in the design of modern imaging misses systems stimulated by the introduction of VLSI development tools p 192 N88-28:67 COMPUTEN DESIGN p 198 N88-28:67 Awonic activarie design p 4 N83-22:11 D. L. A. O A support system for defining amonics software p 20 N84-12:78 Application of computational procedures in N84-12:78 COMPUTER GRAPHICS p 8 N83-30:419 Light mutting decides p 9 N83-30:419 Light mutting decides p 9 N83-30:419 Light mutting decides p 8 N83-30:419 Awonics concept evaluation at the force level Awonics concept evaluation at the force level	F/A-18 software development. A case study A lide cycle model for avvonic systems p. 8. N83-2214 A vonica software support cost model p. 8. N83-2214 A software-cost database for serospace software development. P. 8. N83-2215 The military user view of software support throughout her in-senice stell of avvonic systems. p. 8. N83-2215 Design of a software maintenance facility for the RAF p. 8. N83-2215 A Software Engineering Environment (SEE) for weapon system software.
cases Unatesdy viscous flow of an incompressible fluid around a profile: A comparison of theory and practice p. 143 N86-27227 Computational aspects of unsleady flows p. 144 N86-27232 Unatesdy turbulent boundary-layer experiments with rapidly changing free-stream conditions p. 144 N86-27233 Review of SMP 1984 Symposium on Transconic Unsteady Aerodynamics and its Aeroelastic Applications of a variable sweep uring p. 144 N86-27236 Unsteady aerodynamic and seventation for aerotic deciliating in attached and separated compressible flow p. 145 N86-27238	New system design methodologies in the design not modern imaging missile systems stimulated by the introduction of VLSI development tools p 192 N86-28:67 COMPUTER DESIGN Avionic software design p 4 N83-22113 D.L.A.O.: A support system for defining avionics software p 5 N83-22119 Application of computational proceduras in seroid-name design. p 20 N84-12078 COMPUTER GRAPHICS Light emitting diodes p 96 N83-30419 Avionics concept evaluation at the force level p 22 N84-15038 Computer graphics techniques for excreta feet. C religious	F/A-18 software development. A case study A life cycle model for avonic systems p. 8. N83-2214 Avonics software support cost model p. 8. N83-2214 A software-cost database for aerospace software development. The midtary user view of software support stroughouthe in-service site of avonic systems. p. 8. N83-2219 Design of a software maintenance facility for the RAS-2215 A Software Engineering Environment (SEE) for vesport system software. On servicet test software for fest the maintenance for
cases Unateady viscous flow of an incompressible fluid around a profile. A companion of theory and practice p 143 N86-27227 Computational aspects of unateady flows p 144 N86-27232 Unateady turbulent boundary-layer experiments with rapidly changing free-streen conditions p 144 N86-27232 Unateady furbulent boundary-layer experiments with rapidly changing free-streen conditions p 144 N86-27233 Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p 144 N86-27236 Transonic serodynamic and seroelastic characteristics of a variable sweep wing p 144 N86-27230 Unateady artificial computations for airfolio localizing in attached and separated compressible flow p 145 N86-27238 Unateady inferractions of fransonic artifies with guits and	New system design methodologies in the design not nodern imaging missile systems stimulated by the introduction of VLSI development tools p 192 N86-28:67 COMPUTER DESIGN Anonic software design p 4 N83-22113 D.L.A.O.: A support system for defining anonics software p 5 N83-22119 Application of computational proceduras in seroid-name design p 20 N84-12078 COMPUTER GRAPHICS Light lemnting diodes p 96 N83-30419 Aviores concept evaluation at the force level p 22 N84-15038 Computer graphics techniques for excrat EMC, relayse and design p 25 N84-15055 A Computer graphics techniques for excrat EMC, computer graphics techniques for excrat EMC, relayse and design p 25 N84-15055	F/A-18 software development. A case study A life cycle model for avionic systems Avionics software support cost model p.8. N83-2214 A software-cost database for aerospace software development. The matery user view of software support throughouther-nearince life of avionic systems. p.8. N83-2219 Design of a software maintenance Legicity for the RAP A Software Engineering Environment (SEE) for vesion system software. On aeroralt test software for first line maintenance. p. 9. N83-2219 On aeroralt test software for first line maintenance. p. 9. N83-2219
cases Unatesdy viscous flow of an incompressible fluid around a profile. A comparison of theory and practice points of the profile of the pro	P 191 N88-2896 New system design methodologies in the design of modern imaging missele systems stimulated by the introduction of VLSI development tools p 192 N86-28:67 COMPUTER DESIGN Anonic activarie design p 4 N83-22119 D.L.A.O.: A support system for defining anonics software p 5 N83-22119 Application of computational proceduras in servicinamic p 20 N84-12078 COMPUTER GRAPHICS Light mitting decides p 8 N83-30419 Avioritics concept evaluation at the force level aviorities concept evaluation at the force level and design p 25 N84-13055 A Computer graphics techniques for excraft EMC -ralyies and design p 25 N84-15055 A Computer graphics techniques for excraft EMC -ralyies and design p 25 N84-15055 A Computer graphics techniques for excraft EMC -ralyies and design p 25 N84-15055 A Computer-generated topographic designs system for navigation and massen planning in historopters.	F/A-18 software development. A case study A late cycle model for avonic systems p. 8. N83-2214 Avonics software support cost model p. 8. N83-2214 A software-cost database for aerospace software development. The matery user view of software support troughouthe in-senice life of avonic systems. p. 8. N83-2216 Design of a software maintenance facility for the RAS. A Software Engineering Environment (SEE) for vesport g. 9. N83-2215 A Software Engineering Environment (SEE) for vesport on aerorat test software for first the maintenance. p. 9. N83-2215 The arting facinity to present critis.
cases Unateady viscous flow of an incompressible fluid around a profile. A companion of theory and practice p. 143 N86-27227 Computational aspects of unateady flows p. 144 N86-27232 Unateady furbulent boundary-layer experiments with rapidly changing free-stream conditions p. 144 N86-27233 Haveword SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p. 144 N86-27236 Transonic serodynamic and seroelastic characteristics of a variable sweep wing p. 144 N86-27230 Unateady artificial computations for artfolio locilitating in attached and separated compressible flow p. 145 N86-27236 Unateady interactions of transports growing p. 146 N86-27236 Unateady interactions of transports with guits and concentrated vortices p. 146 N86-27281 Modelling of the vortex-artfol interaction.	New system design methodologies in the design not nodern imaging missile systems stimulated by the introduction of VLSI development tools p 192 N86-28:67 COMPUTER DESIGN Anonic software design p 4 N83-22113 D.L.A.O.: A support system for defining anonics software p 5 N83-22119 Application of computational proceduras in seroid-name design p 20 N84-12078 COMPUTER GRAPHICS Light emitting diodes p 96 N83-30419 Aviornes concept evaluation at the force level p 22 N84-15038 Computer graphics techniques for excrat EMC, raylayse and design p 25 N84-15055 A Computer graphics techniques for excrat EMC, raylayse and design p 5 N85-15055 A Computer graphics bechinques for excrat EMC, raylayse and design p 55 N85-18000	F/A-18 software development. A case study A lide cycle model for avvonic systems p.8. N83-2214 Avonica software support cost model p.8. N83-2214 A software-cost database for seriospace software development. P. S. N83-2211 The military user view of software support throughout the in-senice life of avonic systems. p. 8. N83-2212 Design of a software maintenance facility for the RAF p.8. Software Engineering Environment (SEE) for weapo system software. On aircraft test software for first line maintenance. p. 9. N83-2218 The artine facing the present crists. p. 86. N83-2218
cases Unatesdy viscous flow of an incompressible fluid around a profile: A comparison of theory and practice p. 143, 1986-27227 Computational aspects of unsleady flows p. 143, 1986-27232 Unatesdy furbulent boundary-layer experiments with rapidly changing free-stream conditions. Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aerodestic Applications. M86-27230 Transonic aerodynamic and seroelastic characteristics of a variable sweep wing p. 144, 1986-27231 Unsteady around computations for seriod oscillating in attached and separated compressible flow p. 145, 1986-27236 Unsteady interactions of transonic erfords with guists and concentrated vortices. Modelling of the vortex-aerod interaction. p. 148, 1986-27262	New system design methodologies in the design of modern imaging missée systems stimulated by the introduction of VLSI development tools p 192 N86-28:67 COMPUTER DESIGN p 192 N86-28:67 COMPUTER DESIGN ANONE activare design p 4 N83-22113 D.L.A.O.: A support system for defining avoices software p 5 N83-22119 Application of computational proceduras in servicinamic positions p 8 N83-22119 Application of computational proceduras in servicinamic positions p 8 N83-30419 Uph territing decides p 8 N83-30419 Uph territing decides p 8 N83-30419 Advoice concept evaluation at the force level p 20 N84-15055 A Computer generated topographic decipier system for navigation and mession planning in helicopters p 55 N85-1800 The interactive generation of specifications for an	F/A-18 software development. A case study A life cycle model for avonic systems p.8. N83-2214 A nonics software support cost model p.8. N83-2214 A software-cost database for serospace software development. The mistary user view of software support throughouthe in-service life of avonic systems. p.8. N83-2216 Design of a software maniferance facility for the RAT p.8. N83-2215 A Software Engineering Environment (SEE) for weapon yestem software. A Software Engineering Environment (SEE) for weapon gristm software. p.9. N83-2215 The artine facing the present criss. p.86. N83-2216 Progress in wind sunnet less techniques and in the
cases Unateady viscous flow of an incompressible fluid around a profile: A companion of theory and practice p. 143 N86-27227 Computational aspects of unateady flows p. 144 N86-27232 Unateady turbulent boundary-layer experiments with rapidly changing free-stream conditions p. 144 N86-27232 Unateady furbulent boundary-layer experiments with rapidly changing free-stream conditions p. 144 N86-27234 Aerodynamics and its Aeroelastic Applications p. 144 N86-27232 Unateady arrived computations for arrived sections of a variable sweep wing p. 144 N86-27234 Unateady arrived computations for arrived conditions p. 145 N86-27236 Unateady inferractions of transonic arrived with guits and concentrated vortices Modelling of the vortiex-airfol interaction. p. 148 N86-27281 Modelling of the vortiex-airfol interaction.	New system design methodologies in the design not modern imaging missite systems stimulated by the introduction of VLSI development tools p 192 N86-28:67 COMPUTER DESIGN AMONIC SOFT AND STATES OF A N83-22119 D.L.A.O.: A support system for defining amonics software design p 5 N83-22119 Application of computational proceduras in sero-dimension p 20 N84-12078 COMPUTER GRAPHICS Light lemitting diodes p 96 N83-30419 Aviorines concept evaluation at the force level p 22 N84-15038 Computer graphics techniques for excrat REMC relayse and design p 25 N84-15055 A Computer generated topographic depting system for naivigetion and mission plaining in helicopters p 55 N85-18600 The interactive generation of specifications for an orboard software series (GSELEE) p 177-N85-2796	F/A-18 software development. A case study A life cycle model for avonic systems p.8. N83-2214. Avonica software support cost model p.8. N83-2214. A software-cost database for aerospace software development. The military user view of software support throughouther in-senice life disvoince systems. p.8. N83-2215. Design of a software maintenance facility for the RAF p.8. N83-215. A Software Engineering Environment (SEE) for weapo system software. p.9. N83-2215. On aercraft test software for first line maintenance. p.86. N83-2215. The artine facing the present crists. p.86. N83-2216. Progress in wind surner feet sochiniques and in the corrections and analysis of the results p.9. N83-3218.
cases Unateady viscous flow of an incompressible fluid around a protie: A comparison of theory and practice p 143 N86-27227 Computational aspects of unateady flows p 144 N86-27232 Unateady furbulent boundary-layer experiments with rapidly changing free-streem conditions p 144 N86-27233 Hayelsey of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p 144 N86-27230 Transonic serodynamic and seroelastic characteristics of a variable sweep wing p 144 N86-27230 Unsteady artification or protections of the service of the servi	New system design methodologies in the design not modern imaging missite systems stimulated by the introduction of VLSI development tools p 192 N86-28:67 COMPUTER DESIGN AMONIC SOFT AND STATES OF A N83-22119 D.L.A.O.: A support system for defining amonics software design p 5 N83-22119 Application of computational proceduras in sero-dimension p 20 N84-12078 COMPUTER GRAPHICS Light lemitting diodes p 96 N83-30419 Aviorines concept evaluation at the force level p 22 N84-15038 Computer graphics techniques for excrat REMC relayse and design p 25 N84-15055 A Computer generated topographic depting system for naivigetion and mission plaining in helicopters p 55 N85-18600 The interactive generation of specifications for an orboard software series (GSELEE) p 177-N85-2796	F/A-18 software development. A case study A life cycle model for avionic systems p.8. N83-2214 A vionics software support cost model p.8. N83-2214 A software-cost database for aerospace software development The midtary user view of software support througho, the in-senice life of avionic systems. p.8. N83-2216 Design of a software maintenance facility for the RAS A Software Engineering Environment (SEE) for weapo system software. A Software Engineering Environment (SEE) for weapo system software.

SOBOLOT INDEX		CONFERENCES
Medium wave groundwave propagation	The computer aided specification system Easy	Report of the working group on targe-scale computing
model-numerical and experimental results	p 5 N83-22121	in aeronautics
p 161 NB3-30885 Propagation prediction usage in automated frequency	The impact of standardization on avionic software p.5. N83-22122	[AGARD-AR-209] p. 231 1484-34177 Simulation applied to the avionics system testing in the
assignments based on cosite and remote system spectrum	Certifying onboard software. A total progressive	F/A-18 p 42 N84-34409
shanng p 164 N83-30905	approach p 141 N84-24625	Development of a Helicopter integrated navigation
Voice technology in Navy training systems	investigating version dependence in fault-tolerant software p.49 NB5-16749	system p 55 N85-16802
p 166 N83-34188 Design environments and the user interface for CAD	The effect on software design of testing by symbolic	Numerical simulation of the shock detonation transition p.60 N85-17039
of control systems p 120 N84-10095	execution p 49 N85-16750	Simulation of the performance of adaptively controlled
Numerical aspects of control design computations	Reliable software design for avionics and space applications p.49 N85-16751	Navstar antennas in battlefield scenarios
p 120 N84-10097	Hardware/software codesion for maintainable systems	p 176 N85-19292
The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements)	p 50 N85-16753	Space shuttle pilot-induced-oscillation research testing p 61 N85-22351
p 15 N84-11124	Reusable software A concept for cost reduction p 68 N85-26655	Dynamic wind tunnel testing for active control
A flutter optimization program for complete aircraft	Artificial Intelligence and Robotics	research p 61 N85-22352
structural design p 17 N84-11134	[AGARD-LS-142] p 197 N86-19627	Load capacity of cages of roller bearings for planet
Application of computational procedures in aerodynamic design p. 20 N84-12078	Fault Tolerant Hardware / Software Architecture for Flight Control Function	wheets p 92 N85-23775
CADAS A computer aided design tool for avionic	[AGARD-LS 143] p 128 N86-20399	Simulation. A tool for cost-effective systems design and live test reduction p 68 N85-26657
systems p 27 N84-15065	Introduction to Lecture Series No. 143 Fault tolerant	OLGA An open loop gust alleviation system
Automating the testing of software p.28 N84-15074	hardware/software architectures for flight critical functions p.128 N86-20400	p 126 N85-27897
A dynamic approach to military avionics systems testing p 28 N84-15075	Digital fly-by-wire expenience p 129 N86-20401	Computer visual simulation of contrast sensitivity deficits
Determination of propagation limitations at HF by	Software fault tolerance experiments	induced by laser and chemical antidote exposure p 223 N86-26813
real-time update of a computer model from oblique sounder	p 129 N86-20403	Validation of missile system simulation
data p 204 N84 15660	Validation of missile system simulation [AGARD-AR-206] p 142 N86-27350	[AGARD-AR-206] p 142 N86-27350
A double genballed momentum wheel for precision 3 axis attitude control p 138 N84-24608	COMPUTER TECHNIQUES	Simulation of flow and heat transfer in annular cavities between disks in turbomachinery p 116 N86-29855
Verification and validation techniques applied to the	Companson of networks for document access	COMPUTERS
reconfigurable block SD satelikle software	p 241 N83-31543 Advances in airborne radar. The new capabilities	Hardware/software codesign for maintainable systems
p 141 N84-24626	p 13 N83-34894	p 50 N85-16753
Anomalous propagation and radar coverage through inhomogeneous atmospheres p 172 N84-24967	Numerical modeling lechniques for antennas	Artificial Intelligence and Robotics [AGARD-LS-142] p 197 N86-19627
Experimental data base for computers program	p 167 N84-12373	CONDENSATES
assessment. Report of the Fluid Dynamics Panel Working	In situ characterization of seawater using a computerized suite of optical instruments p 206 N84-15675	Prediction of condensation onset and growth in the
Group 04 Addendum [AGARD-AR-138-ADD] p 81 N85-10020	Progress loward a coordinated system of databases	European Transonic Wind Tunnel (ETW) p 34 N84-23578
Impact of new computing systems on computational	covering the engineering properties of materials	CONDENSING
mechanics and flight-vehicle structures technology	p 242 NB4-17068 Advances in Strapdown Inertial Systems	Prediction of condensation onset and growth in the
p 91 N85-10042	(AGARD-LS-103) p.87 N84-25691	European Transonic Wind Tunnel (ETW)
ATE user's view on design for maintainability p.48 N85-16737	Initial alignment and augmentation of the ARINC 705	p 34 N84-23578 CONDITIONING (LEARNING)
Built-in-lest for first line testing p 48 N85-16739	strapdown AHRS LTR-81 p 88 N84-25699	Psychological components in the development and
Development of a Helicopter integrated navigation	Report of the working group on large-scale computing in aeronautics	prevention of air sickness p 217 N85-20659
system p 55 N85-16802 GPS system field testing p 233 N85-20762	[AGARD-AR-209] p 231 N84-34177	Bioleedback treatment of airsickness. A review
Effect of flight sequences in complex load histories on	The Influence of Large Scale Computing on Aircraft	p 217 N85-20660 CONDUCTIVE HEAT TRANSFER
crack front marking p 200 N85-24326	Structural Design (AGARD-R-706) p. 90 N85-10040	Viscous effects and heat transfer in a calculation method
Trends in computational capabilities for fluid dynamics	Impact of new computing systems on computational	for axialsymmetric flow in multistage turbomachines using
p 63 N85-25172 A modular dissimilar redundant computer designed for	mechanics and flight-vehicle structures technology	the stream function p 102 N84 15201
high integrity control p 123 N85-28751	p 91 N85-10042	Prediction of transient temperatures for an air-cooled rotating disc. p 113 N86-29842
Interactive design of specifications for airborne software	Large scale computing in aeronautical design p. 91 N85-10043	CONES
set (GISELE) p 123 N85-26753	Avionics Flight Evaluation System (AFES)	Flight and wind-tunnel correlation of boundary-layer
The flight control system for the Experimental Aircraft Programme (EAP) demonstrator aircraft	p 62 N85-22357	transition on the AEDC transition cone p 10 N83-30363
p 124 N85-26755	ACT applied to helicopter flight control	On the generation of vortical flow at hypersonic speeds
Operational and developmental experience with the	p 125 N85-27891	over elliptical cones p 78 N84-12114
F/A-18A digital flight control system p 126 N85-27895	Some flight test results with redundant digital flight control systems p 125 N85-27892	CONFERENCES Air Traffic Control in Face of Users' Demand and
Certifying complex digital systems on civil aviation	Applications of expert systems p 198 N86-19634	Economy Constraints
arcreft p 127 N65-2790?	Manufacturing technology for nondestructive evaluation	[AD-A127146] p 85 N83-22177
Flight lesting for performance and flying qualities p 70 N85-28920	(NDE) system to implement Retirement For Cause (RFC)	Technical evaluation report on the Fluid Dynamics Panel
Calculation of 3-D flow without numerical mixing	procedures for gas turbine engine components p 108 N86-25368	Specialists' Meeting on Prediction of Aerodynamic Loads on Rotorcraft
p 196 N85-32301	New dynamic testing techniques and related results at	[AGARD-AR-189] p 75 N83-25682
An investigation of in-flight near-field propeller noise	FFA p 145 N86-27244	Ground/Flight Test Techniques and Correlation
generation and transmission p.74 NB6-11171 Robot software. Current state-of-the-art, and future	Computer analysis of visual and vestibular oculomotor	[AD-A129433] p.9 N83-30357 Use of Scientific and Technical Information in the NATO
challenges p. 197 NB6-19630	function in the medical selection of fighter aircrew members p 227 N86-30319	Countries
COMPUTER STORAGE DEVICES	COMPUTERIZED SIMULATION	[AGARD-CP-337] p 239 N83-31531
MASCOT developments to improve software structure and integrity p 4 NB3-22115	Design and simulation of an intelligent missile seeker	Technical evaluation report on the Flight Mechanics
The computer aided specification system Easy	p 2 N83-22100	Panel Symposium on Ground/Flight Test Techniques and Correlation
p 5 N63-22121	On validation of mission-software by closed-loop testing in realtime p.3. NR3-22106	[AGARD-AR-191] p 90 N83-34939
COMPUTER SYSTEMS DESIGN		Technical evaluation report on the Guidance and Control
Software testing of safety critical systems p. 28 NB4-15073	Multiple diffusion by hydrometeorology A numerical simulation p 162 N63-30890	Panel 35th Symposium on Advances in Guidance and Control Systems
Automating the testing of software p 28 N84-15074	Computer aided construction of ground attack mission	[AGARD-AR-195] p 118 N83-34956
Modular strapdown guidance unit with embedded	profiles over European terrain p 26 N84-15060	Computer-Aided Design and Analysis of Digital Guidance
microprocessor p.88 N84-25697 Design for factical avionics maintainability, technical	Recent developments in store separation and gnd survey	and Control Systems
evaluation report	techniques using the ARA Two-Sting Rig p 36 N84-23595	(AGARD-LS-128) p. 119 N84-10093 Characterization, Analysis and Significance of Defects
[AGARD-AR-204] p 97 N85-23798	A self-contained captive trajectory system for a	in Composite Materials
Reusable software. A concept for cost reduction p.68 N85-26655	blowdown wind tunnel p 36 N84-23596	[AGARD-CP-355] p 152 N84-10203
Active control technology: Past, present, future	The accelerated light model technique of store	Aeroelastic Considerations in the Preliminary Design of Aircraft
p 121 N85-26731	separation as developed and used at British Aerospace. Brough p 37 N84-23597	[AGARD-CP-354] p 14 N84-11116
COMPUTER SYSTEMS PROGRAMS	Vortical flow exploration methods developed for the F1	Aerodynamics of Vortical Type Flows in Three
Software for Avionics (AD-A127131) p.4 N83-22112	wind tunnel p 37 N84-23596	Dimensions
MASCOT developments to improve software structure	Recent developments in the measurement of	' [AGARD-CP-342] p 75 N84-12099 Aunihary Power Systems
and integrity p 4 N83-22115	time-dependent pressures p 37 N84-23601	[AGARD-CP-352] p 98 N84-12168
Requirements decomposition and other myths	Verification and validation techniques applied to the reconfigurable block SD satelite software	The Performance of Antennas in Thoir Operational
p.4 N83-22117 Practical considerations in the introduction of	p 141 N84-24626	Environment (AGARD-LS-131) p 166 N84-12367
requirements analysis technique p 4 N83-22118	introduction and review of some set interference	Propagation Factors Affecting Remote Sensing by Radio
The mentor approach to requirements specification	phenomena relevant to V/STOL aircraft	Weves
p 5 NB3-22120	p 39 N84-25626	[AGARD-CP-345] p 201 N84-15646

CONFIGURATION INTERACTION

	CONSTRUCTION
Viscous Effects in Turbomachines {AGARD-CP-351} p 100 N84-16188	The US National Transpric Facility, part 2
Computer-based conferencing p 244 N84-21435 Wind Tunnels and Testing Techniques	p 134 N86 20430
[AGARD-CP-348] p 32 N84-23564	Contact lenses for priots and aircrew in the sennces
Combustion Problems in Turbine Engines	p 223 NB6-26815
[AGARD-CP-353] p 156 N84-24732 Characteristics of the Lower Atmosphere influencing	Dynamic behaviour of sphencal and asphencal contact lenses exposed to . Gz-acceleration forces
Hadio Wave Propagation	p 224 N86 26816
[AGARD-CP-346] p 168 N84-24943 Workshop on Requirements for Aircraft Corrosion	CONTINUITY EQUATION Unsteady three-dimensional flow theory via material
Control	functions p 148 N86-27260
[AGARD-R-714] p. 37 N84-25613 Cost of corrosion for commercial aviation	CONTINUOUS WAVE LASERS
p 39 N84-25624	Using an airborne CO2 CW laser for free stream airspeed and windshear measurements p 44 N84-34417
Advanced Technology for SAM Systems Analysis Synthesis and Simulation	CONTOUR SENSORS
LAGARD LS-1351 D 141 N84-31248	The sensing and display of three-dimensional information with emphasis on solid modelling. Status and applications. p. 197. N86-1963.1
Technical evaluation report on the Fluid Dynamics Panel Symposium on Wind Tunnels and Testing Techniques	
(AGARD-AR-193) p 132 N84-32402	CONTOURS Transonic shock interaction with a tangentially-injected
Occupational Medicine Relevant to Aviation Medicine IAGARD-CP-3411 p.213 N84-33011	turbulent boundary layer p 54 N85-16796
Materials Substitution and Recycling	CONTRACTS Management of aerospace contract documentation by
[AGARD-CP-356] p 149 N84-33465 Special Course on Stability and Transition of Laminar	industry and government p 243 N84-21434
Flow	CONTRAST Aeromedical lessons learned with night vision devices
[AGARD-R-709] p 193 N84-33757 Experimental data base for computers program	p 223 N86-26810
assessment Report of the Fluid Dynamics Panel Working	Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure
Group 04 Addendum (AGARD-AR-138-ADD) p.81 N85-10020	p 223 N86-26813
Engine Cyclic Durability by Analysis and Testing	CONTROL Technical evaluation report on the Guidance and Control
[AGARD-CP-368] p 104 NB5-15733 Helicopter Guidance and Control Systems for Battlefield	Panel 35th Symposium on Advances in Guidance and
Support	Control Systems [AGARD-AR-195] p 118 N83-34956
AGARD-CP-359 p 54 N85-16797 Hazard Studies for Solid Propellant Rocket Motors	Design environments and the user interface for CAD
[AGARD-CP-367] p 58 N85-17025	of control systems p. 120 N84-10095 Modeling and simulation techniques
Propagation Influences on Digital Transmission Systems: Problems and Solutions	p 120 N84-10096
LAGARD-CP-3631 p 172 N85-19269	implementing microprocessor technology in aircraft electrical power generating system control
Gears and Power Transmission Systems for Helicopters	p 100 N84-12185
and Turboprops [AGARD-CP-369] p 91 N85-23765	Some aspects of guidance loop design for SAM systems p 141 N84-31251
Transonic Unsteady Aerodynamics and its Aeroelastic	CONTROL CONFIGURED VEHICLES
Applications [AGARD-CP-374] p 63 N85-25171	A nonlinear control law for piloting aircraft in the air-to-ground altack phase p 19 N84-12071
Three-Dimensional Boundary Layers	CONTROL EQUIPMENT
[AGARD-R-719] p. 194 N85-25784 Technical evaluation report on the Flight Mechanics	The flight test of an automatic spin prevention system p.41 N84-34398
Symposium on Active Control Systems Heview,	CONTROL SIMULATION
Evaluation and Projections [AGARD-AR-220] p 121 N85-26730	Control aspects as elaborated in space rendezvous simulations p. 139 N84-24616
Active Control Systems Review, Evaluation and	CONTROL SURFACES
Projections	
(AGARD-CP-384) p 124 N85-27883	Special Course on Aerodynamic Characteristics of
[AGARD-CP-384] p 124 N85-27883 Results of Space Experiments in Physiology and	Controls [AGARD-R-711] p 118 N84-10082
Results of Space Experiments in Physiology and Medicine and Informal Briefings by the F-16 Medical Working Group	Controls {AGARD-R-711} p 118 N84-10082 Introductory remarks and review of 1979 symposium
Results of Space Experiments in Physiology and Medicine and Informal Briefings by the F-16 Medical Working Group [AGARD-CP-377] p 218 N85-31805	Controls [AGARD-R-711] p.118 N84-10082 Introductory remarks and review of 1979 symposum p.118 N84-10083 The aerodynamics of aircraft control. A general survey
Results of Space Experiments in Physiology and Medicine and Informal Briefings by the F-16 Medical Working Group (AGARD CP-377) p 218 N85-31805 Management of Corrosion (AGARD-LS-141) p 156 N85-33238	Controls [AGABD-R-711] p.118 N84-10082 Introductory remarks and review of 1979 symposum p.118 N84-10083 The aerodynamics of sercraft control. A general survey in the control of control of control of the
Results of Space Experiments in Physiology and Medicine and Informal Binefings by the F-16 Medical Working Group [AGARD-CP-377] p. 218 N85-31805-Management of Corrosion [AGARD-L5-141] p. 156 N85-3238 Technical evaluation report on the	Controls [AGARD-R-711] Introductory remarks and review of 1979 symposum p 118 N84-10082 The aerodynamics of arcraft control A general survey in the context of active control technology by p 118 N84-10084 Mathematical modelling and theoretical methods for the
Results of Space Experiments in Physiology and Medicine and Informal Briefings by the F-16 Medical Working Group [AGARD-C9-27] p.218 N85-31805 Management of Corroson [AGARD-E1-41] p.156 N85-33238 Tachnical evaluation report on the Electromagnetic Wava Processation Panel Symposium or	Controls [AGARD-R-711] p. 118 N84-10082 [Introductory remarks and review of 1979 symposum p. 118 N84-10083 The aerodynamics of aircraft control. A general survey in the context of active control technology. Mathematical modelling and theoretical methods for the aerodynamic behaviour of control devices.
Results of Space Experiments in Physiology and Medicine and Informal Biretings by the F-16 Medical Working Group [AGARD-C9-27] p. 218 N85-31805 [Management of Corroson [AGARD-L5-141] p. 156 N85-33238 Technical evaluation report on the Electromagnetic Wave Propagation Planel Symposium on Propagation Effects on Military Systems in the High Lathtude Redoon	Controls [AGARD-R-711] p. 118 N84-10082 [Introductory remarks and review of 1979 symposum p. 118 N84-10083 [The aerodynamics of aircraft control A general survey in the control to the control technology p. 118 N84-10084 Mathematical modelling and theoretical methods for the aerodynamic behaviour of control devices p. 118 N84-10085 [Dynamic effects of controls p. 118 N84-10085]
Results of Space Experiments in Physiology and Medicine and Informal Binehngs by the F-16 Medical Working Group [AGARD-CP-377] p. 218 N85-31805 Naragement of Corrosion [AGARD-L5-141] p. 156 N85-33238 Technical evaluation report on the Electromagnetic Wave Propagation Panel Symposium on Propagation Effects on Military Systems in the High Latitude Region [AGARD-AR-218] p. 180 N86-24903	Controls [AGARD-R-711] Introductory remarks and review of 1979 symposum p. 118 N84-10082 The aerodynamics of arcraft control A general survey in the context of active control technology the context of active control technology p. 118 N84-10084 Mathematical modelling and theoretical methods for the aerodynamic behaviour of control devices p. 118 N84-10085 Dynamic effects of controls Experimental methods to delement
Results of Space Experiments in Physiology and Medicine and Informal Binefings by the F-15 Medical Working Group [AGARD-CP-377] p. 218 N85-31805 Management of Corrosion [AGARD-LE-141] p. 156 N85-33238 Technical evaluation report on the Electromagnetic Wave Propagation Panel Symposium on Propagation Effects on Military Systems in the High Latitude Region [AGARD-AR-218] p. 180 N86-24903 Guidance-Control-Navigation Automation for Night All-Weather Tactical Operations	Controls [AGARD-R-711] Introductory remarks and review of 1979 symposum p. 118 N84-10082 The aerodynamics of arcraft control A general survey in the context of active control technology the context of active control technology p. 118 N84-10084 Mathematical modelling and theoretical methods for the aerodynamic behaviour of control devices p. 118 N84-10085 Dynamic effects of controls Experimental methods to determine control effectiveness in wind tunnels Control of advanced flority arcraft
Results of Space Experiments in Physiology and Medicine and Informal Binerings by the F-16 Medical Working Group [AGARD-C-977] p. 218 NB5-31805 Management of Corroson [AGARD-E-141] p. 156 NB5-33238 Technical evaluation report on the Electromagnetic Wave Propagation Planet Symposium on Propagation Effects on Military Systems in the High Latitude Region [AGARD-AR-218] p. 180 NB5-28031 [AGARD-AR-218] p. 180 NB5-28031 [AGARD-C-9387] p. 88 NB6-26316 [AGARD-C-9387] p. 88 NB6-26316 [AGARD-C-9387] Healt Transfer and Cooling in GBS Turbins	Controls [AGARD-R-711] Introductory femarks and review of 1979 symposum Introductory femarks and 1979 symposum
Results of Space Experiments in Physiology and Medicine and Informal Birefings by the F-16 Medical Working Group [AGARD-P377] p. 218 N85-31805 [MARADE-P377] p. 218 N85-31805 [MARADE-P377] p. 156 N85-33238 [MARADE-P378] p. 156 N85-33238 [MARADE-P378] p. 156 N85-33238 [MARADE-P378] p. 150 N85-2890 [MARADE-P378] p. 180 N85-2890 [MARADE-Control-Navigation Automation for Night Alli-Weather Tactical Operations p. 180 N85-28316 [MARADE-P387] p. 88 N85-28316 [MARADE-P390] p. 180 N85-28317 [MARADE-P390] p. 180 N85-28323 [MARADE-P3	Controls [AGARD-R-711] Introductory fremarks and review of 1979 symposum Introductory fremarks and review of 1979 N84-10084 Introductory fremarks and review of 1979 N84-10085 Experimental methods to determine control effects of control of advanced fighter ancraft Control of advanced fighter ancraft Introductory fremarks and Introductory of 1979 N84-10089 Integer fremarks and Introductory of 1979 N84-10089 Interest fremarks and In
Results of Space Experiments in Physiology and Medicine and Informal Binerings by the F-16 Medical Working Group [AGARD-C-977] p. 218 N85-31805 Management of Corroson [AGARD-E-141] p. 156 N85-33238 Technical evaluation report on the Electromagnetic Wave Propagation Plane Symposium on Propagation Effects on Military Systems in the High Latitude Reg	Controls [AGARD-R-711] Introductory remarks and review of 1979 symposum p. 118 N84-10082 The aerodynamics of arcraft control A general survey in the context of active control technology the context of active control technology p. 118 N84-10084 Mathematical modelling and theoretical methods for the aerodynamic behaviour of control devices p. 118 N84-10085 Experimental methods to determine control effectiveness in wind tunnels Control of advanced fighter arcraft Control of advanced fighter arcraft p. 119 N84-10087 Experimental methods in flight for the measurement of control characteristics p. 119 N84-10089
Results of Space Experiments in Physiology and Medicine and Informal Binerings by the F-16 Medical Working Group [AGARD-C-977] p. 218 N85-31805 Management of Corroson [AGARD-S-141] p. 156 N85-33238 Technical evaluation report on the Electromagnetic Wave Propagation Plane Symposium on Propagation Effects on Military Systems in the High Lattude Region [AGARD-AR-2:10] p. 180 N85-2930 [AGARD-AR-2:10] [AGARD-AR-2:10] p. 180 N85-2836 ALI Waterian Factical Operations [AGARD-CP-387] p. 88 N86-28316 Healt Transfer and Cooling in Gas Turbines [AGARD-CP-390] p. 111 N86-29823 COMPRIGNATION INTERACTION Unstaedly vortex airou interaction p. 145 N86-27240 Materialization the vortex-airout interaction p. 145 N86-27240 Materialization the vortex-airout interaction of the vortex-airout interaction of the vortex-airout interaction.	Controls [AGARD-R-711] Introductory remarks and review of 1979 symposum p. 118 N84-10082 The aerodynamics of arcraft control A general survey in the context of active control technology the context of active control technology p. 118 N84-10084 Mathematical modelling and theoretical methods for the aerodynamic behaviour of control devices p. 118 N84-10085 Experimental methods to determine control effectiveness in wind tunnels Experimental methods to p. 119 N84-10087 Control of advanced fighter arcraft p. 119 N84-10087 Control of advanced fighter arcraft p. 119 N84-10089 Experimental methods in flight for the measurement of control characteristics p. 119 N84-10099 Aerodynamic characteristics of missile controls p. 119 N84-10099
Results of Space Experiments in Physiology and Medicine and Informal Briefings by the F-16 Medical Working Group [AGARD-67-277] p. 218 N85-31805 Management of Corroson [AGARD-51-414] p. 156 N85-33238 Technical evaluation report on the Electromagnetic Wave Propagation Panel Symposium on Propagation Effects on Military Systems in the High Latitude Region [AGARD-AR-218] p. 180 N86-2901 [AGARD-C-287] p. 88 N86-26316 Heal Transfer and Cooling in Gas Turbines [AGARD-290] p. 180 N86-2902 (AGARD-27-300) p. 111 N86-29823 CONFIGURATION INTERACTION Unstand yorder airfol interaction p. 145 N86-27240 Modelling of the vortex-airfol interaction p. 148 N86-27280	Controls [AGARD-R-711] Introductory fremarks and review of 1979 symposum The aerodynamics of aerorat control A general survey in the context of active control technology Mathematical modelling and theoretical methods for the aerodynamic behaviour of control devices Dynamic effects of control Dynamic effects of control Experimental methods to delumine control effectiveness in wind tunnists Control of advanced lighter aircraft Control of advanced lighter aircraft Descriptions Disperimental methods in flight for the measurement of control characteristics Disperimental methods in flight for the measurement of control characteristics of missle controls Aerodynamic characteristics of missle controls Pilly N84-10091 Descriptions
Results of Space Experiments in Physiology and Medicine and Informal Briefings by the F-16 Medical Working Group [AGARD-P377] p. 218 N85-31805 Management of Corroson [AGARD-L5-141] p. 156 N85-33238 Technical evaluation report on the Electromagnetic Wave Propagation Panel Symposium on Propagation Effects on Military Systems in the High Latitude Region [AGARD-AR-218] p. 180 N86-24903 Guidance-Control-Navigation Automation for Night Alli-Weather Tactical Operations p. 88 N86-26316 Healt Transfer and Cooling in Gas Turbines [AGARD-P.390] p. 111 N86-2923 CONFIGURATION INTERACTION Unsteady vortex acrost interaction p. 145 N86-27240 Modelling of the vortex-airfor interaction p. 148 N86-27262 CONFIGURATION INTERACTION INTERACTION [AGARD-P37] p. 18 N86-27240 CONFIGURATION [AGARD-P37] p. 18 N86-27	Controls [AGARD-R-711] Introductory fremarks and review of 1979 symposum The aerodynamics of aerorat control A general survey in the context of active control technology Mathematical modelling and theoretical methods for the aerodynamic behaviour of control devices D 118 N84-10084 Experimental methods to determine control Experimental methods to determine control effectiveness in wind turniols Direct force control Experimental methods in light for the measurement of active control control characteristics P 19 N84-10090 Experimental methods in light for the measurement of control characteristics of missile controls Aerodynamic characteristics of missile controls P 19 N84-10091 New methods of excitation accusiven and data reduction about unsteady wind turning less.
Results of Space Experiments in Physiology and Medicine and Informal Binerings by the F-16 Medical Working Group [AGARD-CP-377] p. 218 N85-31805 Management of Corrosion p. 156 N85-33238 Technical evaluation report on the Electromagnetic Wave Propagation Pranel Symposium on Propagation Effects on Military Systems in the High Lathide Region [AGM-16] p. 180 N85-2890 [AGARD-CP-387] p. 88 N86-2816 Heat Transfer and Cooling in Gas Turbines [AGARD-CP-387] p. 111 N86-28923 CONFIGURATION INTERACTION Unsteady vortex arroli interaction p. 145 N86-27240 Modelling of the vortex-airfol interaction p. 148 N86-27262 CONFIGURATION MANAGEMENT Software configuration management at work p. N83-22130	Controls [AGARD-R-711] Introductory remarks and review of 1979 symposum p. 118 N84-10082 The aerodynamics of arcraft control A general survey in the context of active control technology the context of active control technology p. 118 N84-10084 Mathematical modelling and theoretical methods for the aerodynamic behaviour of control devices p. 118 N84-10085 Experimental methods to determine control effectiveness in wind tunnels Experimental methods to determine control effectiveness in wind tunnels Control of advanced fighter arcraft p. 119 N84-10097 Control of advanced fighter arcraft p. 119 N84-10097 Experimental methods in flight for the measurement of control characteristics p. 119 N84-10097 Aerodynamic characteristics of missile controls p. 119 N84-10092 New methods of excitation, acquisition and data reduction about unsteady wind tunnel tests p. 179 N84-10092 Improvement of Aerodynamic Penformance Through
Results of Space Experiments in Physiology and Medicine and Informal Briefings by the F-16 Medical Working Group [AGARD-67-277] p. 218 N85-31805 Management of Corroson [AGARD-51-414] report on the Electromagnetic Wave Propagation Panel Symposium on Propagation Effects on Military Systems in the High Latitude Region [AGARD-AR-218] p. 180 N85-24903 Guidance-Control-Navigation Automation for Night Alli-Weather Tactical Operations [AGARD-67-387] p. 88 N86-26316 Healt Transfer and Cooling in Gas Turbines [AGARD-67-390] p. 111 N86-29823 CONFIGURATION INTERACTION Unsteady order aeriod interaction p. 145 N86-27240 Modelling of the vortex-airfol interaction p. 148 N86-27262 CONFIGURATION IMPLICATION INTERACTION [AGARD-67-287] p. 18 N86-27262 CONFIGURATION IMPLICATION INTERACTION p. 18 N86-27262 CONFIGURATION IMPLICATION	Controls [AGARD-R-711] Introductory remarks and review of 1979 symposum p. 118 N84-10082 The aerodynamics of arcraft control A general survey in the context of active control technology the context of active control technology p. 118 N84-10084 Mathematical modelling and theoretical methods for the aerodynamic behaviour of control devices p. 118 N84-10085 Experimental methods to determine control effectiveness in wind tunnels Experimental methods to determine control effectiveness in wind tunnels Experimental methods of p. 119 N84-10097 Control of advanced fighter arcraft p. 119 N84-10090 Experimental methods in flight for the measurement of control characteristics p. 119 N84-10097 Aerodynamic characteristics of missile controls p. 119 N84-10092 New methods of excitation, acquisition and data reduction about unsteady wind tunnel tests p. 179 N84-10092 Improvement of Aerodynamic Penformance Through Boundary Layer Control and High Lift Systems LAQARD-C7-3651
Results of Space Experiments in Physiology and Medicine and Informal Briefings by the F-16 Medical Working Group [AGARD-C977] p. 218 N85-31805 Management of Corroson [AGARD-E-141] p. 156 N85-3328 Technical evaluation report on the Electromagnetic Wave Propagation Panel Symposium on Propagation Effects on Military Systems in the High Latitude Region [AGARD-AR-218] p. 180 N86-2903 [Guidance-Control-Navigation Automation for Night All-Weather Tactical Operations [AGARD-C-287] p. 88 N86-26316 Heal Transfer and Cooling in Gas Turbines [AGARD-C990] The Propagation of Physics (AGARD-C990) [AGARD-C990] The National Configuration Military Systems of Physics (AGARD-C990) [AGARD-C990] P. 180 N86-27240 Modelling of the vortex-airfol interaction p. 145 N86-27262 CONFIGURATION INTERACTION [AGARD-C990]	Controls [AGARD-R-711] Introductory fremarks and review of 1979 symposum The aerodynamics of arcraft control A general survey in the context of active control technology Interest of active control and Interest of active control control delectioners in the active a
Results of Space Experiments in Physiology and Medicine and Informal Binerings by the F-16 Medical Working Group [AGARD-C-977] p. 218 N85-31805 Management of Corroson [AGARD-S-141] p. 156 N85-33238 Technical evaluation report on the Electromagnetic Wave Propagation Plane Symposium on Propagation Effects on Military Systems in the High Lattude Region [AGARD-AR-2:10] p. 180 N85-2930 [AGARD-AR-2:10] p. 180 N85-2836 AGARD-AR-2:10 Propagation Plane Symposium on Propagation Effects on Military Systems in the High Lattude Region [AGARD-AR-2:10] p. 180 N85-2836 AGARD-AR-2:10 Propagation Plane Symposium of Night Agard-Ar-2:10 Propagation Plane Symposium (AGARD-CP-387) [AGARD-CP-387] p. 180 N85-28216 [AGARD-CP-387] p. 111 N86-27240 Modelling to the vortex-aerical interaction p. 148 N86-27262 CONFIGURATION MANAGEMENT Software configuration management at work p. 180 N83-22130 Configuration management and the ADA programming upport environment CONGESTION Management and blancing concepts	Controls [AGARD-R-711] Introductory remarks and review of 1979 symposum The aerodynamics of arcraft control A general survey in the context of active control technology Mathematical modelling and theoretical methods for the aerodynamic behaviour of control devices Dynamic effects of control Experimental methods to determine control effectiveness in wind tunnels Direct force control Direct force control Experimental methods in flight for the measurement of control difference control Experimental methods in flight for the measurement of control difference control Aerodynamic characteristics of missele control Aerodynamic characteristics of missele control p 119 N84-10092 Aerodynamic characteristics of missele control p 119 N84-10991 Aerodynamic characteristics of missele control p 119 N84-10992 Improvement of Aerodynamic Performance Through Bondary Leyer Control and High Lift Systems [AQARD-CP-366] The secrotynamics of controls p 129 N85-16771 P 125 N85-16771
Results of Space Experiments in Physiology and Medicine and Informal Binerings by the F-16 Medical Working Group [AGARD-C9-277] p. 218 N85-31805 Management of Corrosion p. 16 N85-3238 Technical evaluation report on the Electromagnetic Wave Propagation Planet Symposium on Propagation Effects on Military Systems in the High Latitude Region [AGARD-AC 6] [AGARD-AC 6] [AGARD-AC 6] [AGARD-AC 9] [AGARD-AC 9] [AGARD-AC 9] [AGARD-AC 9] [AGARD-AC 9] [AGARD-C9-397] [AGARD-AC 9] [AGARD-C9-396]	Controls [AGARD-R-711] Introductory fremarks and review of 1979 symposum Introductory fremarks of 1979 p. 118 N84-10084 Mathematical modelling and theoretical methods for the eerodynamic behaviour of control of 1978 N84-10085 Experimental methods of delermine control effectiveness in wind tunnels Introductory fremarks of 1979 N84-10089 Direct force control Experimental methods in flight for the measurement of control characteristics Introduction about unstatedy wind furnel tests Arachard-Caracteristics of missile controls Information and the controls Information and the control of 1979 N84-10091 Boundary Leyer Control and High Lift Systems IAAABD-C7965[IAABD-C7965[IAABD-C7965] IABD-C8965[IABD-C7885] IABD-C7885
Results of Space Experiments in Physiology and Medicine and Informal Briefings by the F-16 Medical Working Group [AGARD-C977] p. 218 N85-31805 Management of Corroson [AGARD-E-141] p. 156 N85-33238 Technical evaluation report on the Electromagnetic Wave Propagation Panel Symposium on Propagation Effects on Military Systems in the High Latitude Region [AGARD-AR-218] p. 180 N86-2903 [AGARD-C-287] p. 88 N86-26316 Heat Transfer and Cooling in Gas Turbines [AGARD-C-287] p. 88 N86-26316 Heat Transfer and Cooling in Gas Turbines [AGARD-C-290] p. 180 N86-2903 [AGARD-C-290] p. 180 N86-27240 Modelling of the vortex-airfol interaction p. 145 N86-27240 Modelling of the vortex-airfol interaction p. 148 N86-27262 CONFIGURATION IMPLICATION MANAGEMENT Software configuration management and the ADA programming support environment p. 6 N83-22131 CONGESTION Management and planning concepts CONGESTION SOURCE MANAGEMENT Software configuration management and the ADA programming support environment p. 96 N83-22131 CONGESTION Management and planning concepts Theoretical modelling of three-dimensional vortex flows Throsetect modelling of three-dimensional vortex flows Throsetect modelling of three-dimensional vortex flows	Controls [AGARD-R-711] Introductory fremarks and review of 1979 symposum Introductory fremarks and review of 1979 in N84-10081 Mathematical modelling and theoretical methods for the earodynamic befavour of control of 1979 in N84-10085 Experimental methods to deflement control effectioners in word tunnels Interpretation of 1979 in N84-10089 Direct force control Experimental methods in flight for the measurement of control characteristics of missile controls Aerodynamic characteristics of missile controls Aerodynamic characteristics of missile controls Aerodynamic characteristics of missile controls Interpretation of the Interpretation of 1979 in N84-10091 N84-10092 New methods of excitation acquisition and data reduction about unstatedy wind furnel feets Interpretation of the Interpretation of 1979 in N84-10091 N84-
Results of Space Experiments in Physiology and Medicine and Informal Binerings by the F-16 Medical Working Group [AGARD-C-977] p. 218 N85-31805 Management of Corroson [AGARD-E-141] p. 156 N85-33238 Technical evaluation report on the Electromagnetic Wave Propagation Panel Symposium on Propagation Effects on Military Systems in the High Latitude Region [AGARD-C-980] p. 180 N85-2490 [AGARD-C-980] p. 180 N85-26316 AILWasether Tactical Operations [AGARD-C-930] p. 88 N86-2316 [AGARD-C-930] p. 180 N85-2803 [AGARD-C-930] p. 111 N86-2923 CONFIGURATION INTERACTION Unsteady vortex airol interaction p. 145 N86-27240 Modelling of the vortex-airol interaction p. 148 N86-27262 CONFIGURATION INTERACTION CONFIGURATION MANAGEMENT Software configuration management at work p. 6 N83-22131 CONGESTION Management and planning concepts Theoretical modelling of three-dimensional vortex flows in annotyments.	Controls [AGARD-R-711] Introductory remarks and review of 1979 symposum The aerodynamics of aerotart control. A general survey in the context of active control technology Mathematical modelling and theoretical methods for the aerodynamic behaviour of controls. Dynamic effects of controls. Experimental methods to determine control effectiveness in wind tunnols. Direct force control advanced lighter aerotaft. Direct force control Experimental methods in flight for the measurement of control fracticities. P 119 N84-10089 Experimental methods in flight for the measurement of control characteristics. P 119 N84-10097 Aerodynamic characteristics of mosele controls. New methods of excitation, acquestion and data reduction about unstatedly will furnel tests. RACAPD-Posting control and high lift Systems. RACAPD-Posting control system design. RACAPD-Posting and control EXPERIMENTAL STANDARD P 125 N85-27891 The aerodynamics of control P 127 N85-27891 CONTROL XYSTEMS DESCAM P 125 N85-27891 Personnel protection concells for advance escape pursuement page N85-18689
Results of Space Experiments in Physiology and Medicine and Informal Birehrigs by the F-16 Medical Working Group [AGARD-C-977] p. 218 N85-31805 Management of Corroson [AGARD-S-141] p. 156 N85-33238 Technical evaluation report on the Electromagnetic Wave Propagation Panel Symposium on Propagation Effects on Military Systems in the High Lattude Region [AGARD-AR-2:18] p. 180 N85-2930 [AGARD-AR-2:18] p. 180 N85-2836 [AGARD-C-938] p. 180 N85-2836 [AGARD-C-938] p. 181 N85-2836 [AGARD-C-939] p. 111 N86-2832 [AGARD-C-939] p. 111 N86-2823 [AGARD-C-939] p. 185 N85-2824 [AGARD-C-939] p. 186 N85-2825 [AGARD-C-939] p. 186 N85-28185 [AGAR	Controls [AGARD-R-711] Introductory remarks and review of 1979 symposum The aerodynamics of arcraft control A general survey in the context of active control technology Mathematical modelling and theoretical methods for the aerodynamic behaviour of confrol devices Dynamic effects of control Experimental methods of determine control effectiveness in wind tunnels Direct force control Experimental methods in flight for the measurement of control Aerodynamic Paraceteristics Direct force control Experimental methods in flight for the measurement of control characteristics New methods of excitation, accusation and data reduction about unsteady wind tunnel tests New methods of excitation, accusation and data reduction about unsteady wind tunnel tests New methods of excitation, accusation and data reduction about unsteady wind tunnel tests New methods of excitation, accusation and data reduction about unsteady wind tunnel tests New methods of excitation, accusation and data reduction about unsteady wind tunnel tests Next ASABO-CP-365 Improvement of Aerodynamic Performance Through Boundary Leyer Control and High Lift Systems [ACABD-CP-365] The serodynamics of control CONTROL SYSTEMS DESIGNA Personnel protection concepts for advance escape system design D 39 N85-16786 Cost Effective and Affordable Guidance and Control
Results of Space Experiments in Physiology and Medicine and Informal Birehrigs by the F-16 Medical Working Group [AGARD-C-277] p. 218 N85-31805 Management of Corroson p. 218 N85-31805 Management of Corroson percent of the Electromagnetic Wave Propagation Panel Symposium on Propagation Effects on Military Systems in the High Latitude Region [AGARD-AR-218] p. 180 N85-2490 [AGARD-AR-218] p. 180 N85-2490 [AGARD-AR-218] p. 180 N85-2490 [AGARD-AR-218] p. 180 N85-26316 Mall Weather Tactual Operations of Turbines (AGARD-AR-218) p. 180 N85-26316 Mall Transfer and Coolings in Gas Turbines (AGARD-AR-218) p. 111 N86-29823 (AGARD-C-290) p. 128 N85-27240 Modelling of the vortex-arfol inferaction p. 145 N86-27262 (CONFIGURATION MANAGEMENT Software configuration management at the ADA programming support environment p. 6 N83-22131 (CONGESTION Management and planning concepts p. 86 N83-22185 CONCAL SOOKE Theoretical modelling of three-d-mensional vortex flows in aerodynamics p. 78 N84-12116 CONGESTIONES G-induced Loss of Consciousness (GLC) p. 221 N85-31823	Controls [AGARD-R-711] Introductory fremarks and review of 1979 symposum The aerodynamics of aerorat control A general survey in the context of active control technology Mathematical modelling and theoretical methods for the aerodynamic behaviour of control devices D 118 N84-10084 Mathematical modelling and theoretical methods for the aerodynamic behaviour of control devices D 118 N84-10085 Dynamic effects of controls Experimental methods to determine control effectiveness in wind tunnels D 19 N84-10097 Control of advanced figher aerorat Aerodynamic characteristics of missile controls P 119 N84-10091 Aerodynamic characteristics of missile controls P 119 N84-2099 Improvement of Aerodynamic Performance Through Boundary Layer Control and High Lift Systems [AGARD-CP-366] The serodynamics of controls P 150 N85-16771 The serodynamics of control P 151 N85-27889 The aerodynamics of control system design P 127 N85-27889 The aerodynamics of control for advance escape p 129 N85-19686 Cost Effective and Alfordable Guidence and Control Systems
Results of Space Experiments in Physiology and Medicine and Informal Birehrigs by the F-16 Medical Working Group [AGARD-C-277] p. 218 N85-31805 Management of Corroson p. 218 N85-31805 Management of Corroson p. 218 N85-31805 Management of Corroson percentage of the Electromagnetic Wave Propagation Panel Symposium on Propagation Effects on Military Systems in the High Latitude Region [AGARD-AR-218] p. 180 N86-2493 [AGARD-AR-218] p. 180 N86-2493 [AGARD-AR-218] p. 180 N86-26316 Mall-Weather Tactual Operations of Turbines (AGARD-AR-218) p. 180 N86-26316 Mall-Weather Tactual Operations [AGARD-AR-218] p. 110 N86-29823 [AGARD-C-287] p. 111 N86-29823 [AGARD-C-287] p. 111 N86-29823 [AGARD-C-290] p. 111 N86-29823 [AGARD-C-290] p. 111 N86-29823 [AGARD-C-290] p. 128 N86-27262 [AGARD-C-290] p. 128 N86-27262 [AGARD-C-290] p. 128 N85-22131 [AGARD-C-290] p. 128 N83-22131 [AGARD-C-290] p. 128 N83-22131 [AGARD-C-290] p. 128 N83-22131 [AGARD-C-290] p. 128 N85-31823 [AGARD-C-290] p. 127 N85-31823 [AGARD-C-290] p. 128 N85-31823 [Controls [AGARD-R-711] Introductory fremarks and review of 1979 symposum The aerodynamics of aeroratt control A general survey in the context of active control technology Mathematical modelling and theoretical methods for the aerodynamic behaviour of control devices Experimental methods to control devices Experimental methods to effect of control p. 119 N84-10085 Experimental methods to effect of control p. 119 N84-10087 Control of advanced fighter accraft Aerodynamic characteristics of missile controls Aerodynamic characteristics of missile controls Aerodynamic characteristics of missile controls P119 N84-10091 Aerodynamic Performance Through Boundary Leyet Control and High Lift Systems [AGARD-CP-365] The aerodynamics of control P127 N85-27890 Tha aerodynamics of control P137 N85-27890 CONTROL SYSTEMS DESIGNA Personnel prolection concepts for advance escape System Sective and Attordable Guidance and Special Control Systems [AGARD-CP-360] Some aspects of how to design cast-affective fight Control systems Control systems LASARD-CP-360] Some aspects of how to design cast-affective fight Control systems
Results of Space Experiments in Physiology and Medicine and Informal Birehrigs by the F-16 Medical Working Group [AGARD-C-977] p. 218 N85-31805 Management of Corrosion p. 156 N85-33238 Technical evaluation report on the Electromagnetic Wave Propagation Planet Symposium on Propagation Effects on Military Systems in the High Lathude Region [AGARD-C-980] p. 180 N85-2803 [AGARD-C-930] p. 88 N86-2316 AILWasether Tactical Operations [AGARD-C-930] p. 88 N86-2316 [AGARD-C-930] p. 180 N85-2803 [AGARD-C-930] p. 111 N86-2923 CONFIGURATION INTERACTION Unsteady vortex arroli interaction p. 145 N86-2726 CONFIGURATION INTERACTION [Distance Control May National Configuration May National P. 180 N83-22130 Configuration management at work p. 6 N83-22131 CONGETION MANAGEMENT Software configuration management at work p. 8 N83-22131 CONGESTION Management and planning concepts Theoretical modelling of three-dimensional vortex flows in annotynamics CONCIOUNNESS Genduced Loss of Consciousness (GLC) [P.22] N85-31823 CONSCIOUNNESS Genduced Loss of Consciousness (GLC) [P.22] N85-31825 [CONSCIALATION IN Proceed Technique Operations and trisming in the Royal Natherlands Air Force [CONSERVATION] [P. 188-31825 [CONSCIALATION] [P. 188-31825 [CONSERVATION] [P. 188-31825 [CONSERVATION] [P. 188-31825 [CONSERVATION] [P. 188-31825 [CONSERVATION]	Controls [AGARD-R-711] Introductory remarks and review of 1979 symposum The aerodynamics of arcraft control A general survey in the context of active control technology Mathematical modelling and theoretical methods for the aerodynamic behaviour of control devices Dynamic effects of control Experimental methods in control devices P 118 N84-10086 Experimental methods of delerance control effectiveness in wind tunnels Direct force control Experimental methods in light for the measurement of control characteristics of missel control Aerodynamic of control Control Aerodynamic
Results of Space Experiments in Physiology and Medicine and Informal Birehrigs by the F-16 Medical Working Group [AGARD-C-277] p. 218 N85-31805 Management of Corroson p. 218 N85-31805 Management of Corroson p. 218 N85-31805 Management of Corroson percentage of the Electromagnetic Wave Propagation Panel Symposium on Propagation Effects on Military Systems in the High Latitude Region [AGARD-AR-218] p. 180 N85-2490 [AGARD-AR-218] p. 180 N85-2490 [AGARD-AR-218] p. 180 N85-2490 [AGARD-AR-218] p. 180 N85-26316 Mall Weather Tactual Operations [AGARD-AR-218] p. 180 N85-26316 Mall Transfer and Cooling in Gas Turbines (AGARD-AR-218) p. 111 N86-29823 [AGARD-C-287] p. 111 N86-29823 [AGARD-C-287] p. 111 N86-29823 [AGARD-C-290] p. 111 N86-29823 [AGARD-C-290] p. 111 N86-27262 [AGARD-C-290] p. 128 N85-2220 [AGARD-C-290] p. 128 N85-2220 [AGARD-C-290] p. 128 N85-222131 [AGARD-C-290] p. 128 N83-22131 [AGARD-C-290] p. 128 N83-22131 [AGARD-C-290] p. 128 N83-22131 [AGARD-C-290] p. 127 N85-31823 [AGARD-C-290] p. 127 N85-31823 [AGARD-C-290] [AGARD-C-290] p. 127 N85-31823 [AGARD-C-290] [AGARD-C-290] p. 128 N85-31823 [AGARD-C-290]	Controls [AGARD-R-711] Introductory fremarks and review of 1979 symposum Introductory fremarks and review of 1979 NB4-10084 Introductory fremarks and review of 1979 NB4-10085 Introductory fremarks and review of 1979 NB4-10087 Introductory fremarks and review of 1979 N
Results of Space Experiments in Physiology and Medicine and Informal Briefings by the F-16 Medical Working Group [AGARD-C977] p. 218 N85-31805 Management of Corroson [AGARD-E-141] p. 156 N85-3328 Technical evaluation report on the Electromagnetic Wave Propagation Panel Symposium on Propagation Effects on Military Systems in the High Latitude Region [AGARD-AR-218] p. 180 N86-2803 [Auditance-Control-Navigation Automation for Night All-Weather Tactical Operations [AGARD-C-287] p. 88 N86-26316 Heat Transfer and Cooling in Gas Turbnes [AGARD-C-287] p. 88 N86-26316 Machine Transfer and Cooling in Gas Turbnes [AGARD-C-287] p. 180 N86-27240 Modelling of the vortex-artiol interaction p. 145 N86-27240 Modelling of the vortex-artiol interaction p. 145 N86-27240 Modelling of the vortex-artiol interaction p. 148 N86-27262 CONFIGURATION MANAGEMENT Software configuration management at work p. 6 N83-22130 Configuration management and the ADA programming support environment p. 6 N83-22131 CONICAL BOOKES Transfersteal modelling of three-dimensional vortex flows in aerodynamics p. 78 N84-12116 CONSCIOURIES G-induced Loss of Consciousness (GLC) p. 221 N85-31823 Consciences and references in the Royal Netherlands Au Force 1913 N86-20417 CONSCIOURIES Flaid Conservations and references in the Royal Netherlands Aur Force 1913 N86-20417 CONSTRAMEYS Flaid Conservations and accorption constraints.	Controls [AGARD-R-711] Introductory fremarks and review of 1979 symposum [Introductory fremarks and review [Introductory fremarks and review [Introductory fremarks and re
Results of Space Experiments in Physiology and Medicine and Informal Birehrigs by the F-16 Medical Working Group [AGARD-C-977] p. 218 N85-31805 Management of Corroson p. 18 N85-31805 Management of Corroson report on the Electromagnetic Wave Propagation Planet Symposium on Propagation Effects on Military Systems in the High Lathud Region [AGARD-C-980] p. 180 N85-2803 [AGARD-C-980] p. 180 N85-2803 [AGARD-C-980] p. 88 N86-2316 [AGARD-C-980] p. 180 N85-2803 [AGARD-C-980] p. 180 N85-2803 [AGARD-C-980] p. 180 N85-2816 [AGARD-C-980] p. 180 N85-2818 [AGARD-C-980] p. 180 N85-281	Controls [AGARD-R-711] Introductory fremarks and review of 1979 symposum [The aerodynamics of aeroratt control A general survey in the context of active control technology [The aerodynamics of aeroratt control A general survey in the context of active control technology [The aerodynamic behaviour of control A general survey in the context of active control technology [The Ageneral Survey in the context of active control and the aerodynamic behaviour of control of active active properties of the aerodynamic behaviour of control of advanced lighter aeroratt [The Ageneral Survey in the aerodynamic characteristics properties of advanced lighter aeroratt [The aerodynamic characteristics of missile controls aerodynamic characteristics properties of aerodynamic properties are properties of aerodynamic properties are properties of aerodynamic properties are properties and properties are properties and advanced by a properties and a properties and a properties and a properties are properties and a properties a
Results of Space Experiments in Physiology and Medicine and Informal Briefings by the F-16 Medical Working Group [AGARD-C977] p. 218 N85-31805 Management of Corroson [AGARD-E-141] p. 156 N85-3328 Technical evaluation report on the Electromagnetic Wave Propagation Panel Symposium on Propagation Effects on Military Systems in the High Latitude Region [AGARD-AR-218] p. 180 N86-2803 [Auditance-Control-Navigation Automation for Night All-Weather Tactical Operations [AGARD-C-287] p. 88 N86-26316 Heat Transfer and Cooling in Gas Turbnes [AGARD-C-287] p. 88 N86-26316 Machine Transfer and Cooling in Gas Turbnes [AGARD-C-287] p. 180 N86-27240 Modelling of the vortex-artiol interaction p. 145 N86-27240 Modelling of the vortex-artiol interaction p. 145 N86-27240 Modelling of the vortex-artiol interaction p. 148 N86-27262 CONFIGURATION MANAGEMENT Software configuration management at work p. 6 N83-22130 Configuration management and the ADA programming support environment p. 6 N83-22131 CONICAL BOOKES Transfersteal modelling of three-dimensional vortex flows in aerodynamics p. 78 N84-12116 CONSCIOURIES G-induced Loss of Consciousness (GLC) p. 221 N85-31823 Consciences and references in the Royal Netherlands Au Force 1913 N86-20417 CONSCIOURIES Flaid Conservations and references in the Royal Netherlands Aur Force 1913 N86-20417 CONSTRAMEYS Flaid Conservations and accorption constraints.	Controls [AGARD-R-711] Introductory fremriks and review of 1979 symposum Introductory fremriks and review of 1979 p. 118 N84-10084 Interpretation of 1979 p. 118 N84-10085 Interpretation of 1979 p. 118 N84-10085 Interpretation of 1979 p. 118 N84-10085 Interpretation of 1979 p. 118 N84-10086 Interpretation of 1979 p. 118 N84-10086 Interpretation of 1979 p. 118 N84-10087 Interpretation of 1979 p. 118 N84-10087 Interpretation of 1979 p. 118 N84-10089 Interpretation

The state-of-the-ert and future of flight control systems.
Aspects of application of ACT systems for pixel workload alternation.
Application of AFT/F-16 task tailored control modes in advanced multirole fighters.
1/25 N85-27885.
1/25 Agglati flight control system design.
The evolution of ACS for hericopters. Conceptual simulation studies to preliminary design.
p. 125 N85-2789.
ACT applied to helicopter flight control.
p. 125 N85-2789. ACT applied to helicopter flight control
p. 125 N85-27890
An update of e: penence on the fly by were Japuar
equipped with a full-time digital flight control system
p. 125 N85-27893
ACT flight research experience
p. 126 N85-27894
ACT flight research experience
p. 126 N85-27894
Flight testing and development of the F. A. 18A digital
light control system
p. 126 N85-27894
CIGA. An open loop guist allevation system
p. 126 N85-27894
A modular dissumfair redundant computer designed for
right integrity control
p. 127 N85-27994
The flight control system for the Experience with the
p. 126 N85-27897
The flight control system for the Experience for the fight control system for the Experience for the Exper Oydames and outline of the process and outline outlin Flight test experience with a digital integrated guidance and control system in a CCV lighter alercal p 3 N83-22110 Computer-Aded Design and Analysis of Digital Guidance and Control Systems p 119 N84-10093 (AGARD-LS-128) p 119 N84-10094 Numerical espects of control design computations p 120 N84-10097 p 120 N84-10097 p 120 N84-10097 p 120 N84-10100 Practical aspects of digital implementation of control leaves p 120 N84-10100 p 120 N85-26730 Technical evaluation report on the Flight Mechanics Symposium on Active Control Systems Review. Evaluation and Projections AGARD-AR-2201 p 121 N85-26730 ACT applied to heticopter flight control systems Review. Evaluation and Projections Active Control Systems Review. Evaluation and Projections AGARD-AR-201 p 124 N85-26738 Active Control Systems Review. Evaluation and Projections AGARD-AR-201 p 124 N85-2755 Active Control Systems Review. Evaluation and Projections AGARD-AR-201 p 124 N85-27883 Projections | AGARD-CP-384 | p 124 N85-27883 CONTROLLABILITY
Operational requirements versus technological capabilities p.55 M85-16798
Simulation of aircraft behaviour on and close to the ground [NASA-TM-67460] p. 91 N85-23754 ACT light research expenence p. 126 N85-27894 How to handle failures in advanced flight control systems of future transport arcraft p. 127 N85-27905 Mission requirements and handling qualities p. 70 N85-28918 CONTROLLERS
Direct digital design via pole placement techniques
p 120 N84-10099 Design and robustness analysis of reduced order ontrollers for large flexible space vehicles p. 140 N84-24623 controllers for large flexive p. 140 N84 24523.

Expenence of one UK electronic equipment supplier with bite on engine/flight control systems over the past ten years. p. 88 N85 16138.

ACT applied to helicopter flight control. p. 125 N85 27891

CONVECTION
Distortion of a narrow radio beam in a convective medium
CONVECTION CLOUDS
Diversity reception of COMSTAR 19/29 GHz sateWite beacons in convective rain climate of Florada, 1978-1961 p163 N83 30897

SSECT MOLA		CHACK PHOPAGATION
CONVECTIVE HEAT TRANSFER The measurement of local heat transfer coefficients in	Some aeroacoustic wind tunnel measurements.	Protective systems and maintenance policies for manne
blade cooling geometries p 114 N86-29848	theoretical predictions, and flight-test correlations on subsonic aircraft propellers p 74 N86-11170	environments p 157 N85-33245 AGARD Corresion Handbook, Volume 1 Corresion
COOLING FINS	CORRELATORS	causes and case histories
Pressure drop and heat transfer characteristics of circular and oblong low aspect ratio pin fins	Built-in test and self repair mechanisms in a digital correlator integrated circuit p 48 N85-16741	AGARD-AG-278-VOL-1 p 157 N86-16374
p 111 N86-29827	Digital correlation processors for	COSMIC RAYS Biostack experiments on STS-flights and the impact tor
COOLING SYSTEMS	spread-spectrum-communication-systems p 189 N86-28350	man in space p 221 N85-31821
Heat Transfer and Cooling in Gas Turbines (AGARD-CP-390) p 111 N86-29823	CORROSION	A comparison of the radiation hardness of various VLSI technologies for defense applications
Cooling techniques for gas turbine airfoils: A survey	Workshop on Requirements for Aircraft Corrosion Control	p 188 N86-28344
p 111 N86-29824 Rotating heat transfer investigations on a multi-pass	[AGARD-R-714] p 37 N84-25613	COST ANALYSIS
cooling geometry p 111 N86-29825	Cost of corrosion for commercial aviation p 39 N84-25624	Avionics software support cost model p 8 N83-22147
Local and mean heat transfer on the leading and trailing	Mechanical aspects of high temperature coatings	A future system design technique based on functional
surfaces of a square-sectioned duct rotating in the orthogonal-mode p.111 N86-29826	p 106 N85-15749	decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs
Pressure drop and heat transfer characteristics of	implications for aircraft and related systems	p 22 N84-15039
circular and oblong low aspect ratio pin fins p. 111 N86-29827	p 156 N85-33240 Maintenance and the military environment	Combinatorial performance/cost analysis of an autonomous navigation system for aircraft
Effects of hole geometry, wall curvature and pressure	p 157 NB5-33243	p 66 N85-26640
gradient on film cooling downstream of a single row gas turbine cooling p 112 N86-29831	Current requirements for the design and maintenance against corrosion of UK military aircraft	Design-To-Cost (DTC) methodology to achieve affordable avionics p.67 N85-26645
Engine tests on a cooled gas turbine stage	o 157 N85-35244	Producibility and cost studies of aviation kerosene
p 113 N86-29836	CORROSION PREVENTION Workshop on Requirements for Aircraft Corrosion	[AGARD-AR-227] p 158 N86-20580 COST EFFECTIVENESS
Heat transfer test evaluation of the shell-spar blade cooling concept applied to industrial gas turbines.	Control	Cost efficient on board power for airline operation
p 113 N86-29837	[AGARD-R-714] p 37 N84-25613	p 99 N84-12180 A future system design technique based on functional
A model for correlating flat plate film cooking effectiveness for rows of round holes	Current procurement specification design requirements for US Navy aircraft p 37 N84-25615	decomposition, supported by quantifiable design aims, and
p 113 N86-29840	Current design requirements for corrosion control on	guidelines for minimum maintenance costs p 22 N84-15039
Alternate cooling configurations for gas turbine	helicopters p 38 N84-25616 The interpretation of design requirements for	Design, development and flight test of a demonstration
combustion systems p 114 N86-29845 Full coverage impingement heat transfer. The variation	multi-market helicopters p 38 N84-25617	advanced avionics system p 27 N84-15067 Cost Effective and Affordable Guidance and Control
in pitch to diameter ratio at a constant gapp	Current requirements on specifications for corrosion prevention p 38 N84-25618	Systems
p 114 N86-29846	US Navy corrosion control maintenance	[AGARD-CP-360] p.66 N85-26638 The series 2000: A miniature gas bearing DTG for low
Cooling techniques for turbojet pre-heater channels p 114 N86-29847	p 38 N84-25619 Design and manufacturing practices to minimize	cost strapdown guidance and control p 67 N85-26648
Heat exchangers in regenerative gas turbine cycles	corrosion in aircraft p 38 NB4-25620	A cost-efficient control procedure for the benefit of all airspace users p 67 N85-26651
p 116 N86-29857 Ceramic heat exchangers for gas turbines or turbojet	Corrosion control maintenance practices for Canadian aircraft p 38 N84-25621	Simulation: A tool for cost-effective systems design and
engines p 116 N86-29858	Corrosion research in support of Canadian forces	live test reduction p 68 N85-26657 Can design faults be tolerated? p 129 N86-20404
Effect of film cooling on the aerodynamic performance of a turbine cascade p 116 N86-29859	aircraft p 39 NB4-25622 Minhodology for assessment of corrosion costs	VLSI control structures p 188 N86-28348
Theory and experimental study of a 3 O jet introduced	p 39 N84-25623	COST ESTIMATES A software-cost database for aerospace software
into the secondary flow of a turbine inlet guide vane	Chemical-mechanical interaction in gears p 94 N85-23785	development p 8 N83-22148
p 116 N86-29660 Aerodynamic effect of coolant election in the rear part	Management of Corrosion	Methodology for assessment of corrosion costs p 39 N84-25623
of transonic rotor blades p 117 N86-29861	[AGARD-LS-141] p 156 N85-33238 Corrosion management strategies for aircraft and related	Cost of corrosion for commercial aviation
The boundary layer behaviour of an advanced gas turbine rotor blade under the influence of simulated film	systems p 156 N85-33239	p 39 N84-25624 COST REDUCTION
cooling p 117 N86-29862	Environmental factors in corrosion and detenoration of materials p 157 N85-33241	A practical example of reducing life cycle costs and
COORDINATES Vortex flow simulations past wings using the	Rationale in the selection of corrosion protective coating	increased availability p 48 NB5-16736
Euler-equations p 78 N84-12118	systems p.157 N85-33242 Maintenance and the military environment	Reusable software: A concept for cost reduction p 68 N85-26655
An extended real-time microwave airplane position system p 44 NB4-34419	p 157 N85-33243	COSTS
COPPER	Current requirements for the design and maintenance against corrosion of UK military aircraft	The airline facing the present crisis p.86 N83-22180
Management of Corrosion [AGARD-LS-141] p 156 N85-33238	p 157 N85-33244	The embedded test (BiT) impact on the total cost of possession p 47 N85-16734
Corrosion management strategies for aircraft and related	Protective systems and maintenance policies for marine environments p 157 N65-33245	possession p 47 N85-16734 COUNTERMEASURES
systems p 156 N85-33239 COPPER CHLORIDES	Land vehicle corrosion management	Minimization of system vulnerability in Naval satellite
Stationary properties and switching characteristics of	p 157 N85-33246 Relating corrosion maintenance to environmental	communication networks p 232 N85-20758 COUPLING
dispersive optical bistability in CuCl p 237 N85-29763 CORE FLOW	factors p 157 N85-33247	Multifrequency scattering for target characterization and
Waves on vortex cores and their relation to vortex	AGARD Corrosion Handbook Volume 1 Corrosion, causes and case histories	identification. A summary of recent results. p. 204 N84-15663
breakdown p 80 N84-12128 CORIOLIS EFFECT	[AGARD-AG-278-VQL-1] p 157 N86-16374	A coupling method for the inverse mode calculation of
influence of gravitomertial force level on apparent	CORROSION RESISTANCE Workshop on Requirements for Aircraft Corrosion	transonic internal flows with a shock wave p 101 N84-16194
magnitude of coriolis cross-coupled angular accelerations and motion sickness p 214 N85-20644	Control	CRACK CLOSURE
Susceptability to kinetoses and the amplitude perceived	[AGARD-R-714] p 37 N84-25613	Aspects of small crack growth p 108 N86-25370 CRACK INITIATION
from sensory illusions p 215 N85-20651	Corrosion control requirements for UK military aircraft p 37 N84-25614	A review of crack growth threshold and crack
Space adaptation syndrome: Incidence and operational implications for the space transportation system program	Current design requirements for corrosion control on	propagation rates at short crack lengths p 199 N83-31063
p 216 N85-20655 Biofeedback treatment of arrackness: A review	The interpretation of design requirements for	Fracture mechanics of sublaminate cracks in composite
p 217 N85-20660	multi-market helicopters p 38 N84-25617	laminates p 154 N84-10218 On the use of marker loads and replicas for measuring
Local and mean heat transfer on the leading and training	Corrosion control maintenance practices for Canadian aircraft p 38 N84-25621	growth rates for small cracks p 200 N65-24331
surfaces of a square-sectioned duct rotating in the orthogonal-mode p 111 N86-29826	Methodology for assessment of corrosion costs	CRACK PROPAGATION Some considerations on short crack growth behaviour
CORNER FLOW	p 39 N84-25623 Practical implications of the use of aluminide coatings	in aircraft structures
Three-dimensional boundary layers and shear flows activities at ONERA/CERT p 194 N85-25785	for the corresion protection of superallove in one	[AGARO-R-696] p 198 N83-31061 Evaluation of small cracks in airframe structures
CORRECTION	turbines p 150 N84-33476 Management of Corrosion	p 199 N83-31062
Computation of three-dimensional, inviscid, rotational flows p 196 N65-32296	[AGARD-LS-141] p 156 N85-33238	A review of crack growth threshold and crack propagation rates at short crack lengths
COMMELATION	Theoretical aspects of corrosion and practical implications for aircraft and related systems	p 199 N83-31063
Correlation problems between flutter flight test data and ground tests/calculation results for a variable sweep wing	p 156 N85-33240	The application of fracture mechanics to the growth of creep cracks
aircraft p 12 N83-30379	Rationale in the selection of corrosion protective coating systems p.157 Ne5-33242 B	[AGARD-R-705] p 199 N83-34374
Synthesis of responses to AGARD-FMP questionaire on "prediction techniques and flight correlation"	systems p.157 N85-33242 B Current requirements for the design and maintenance	Inconel 718 alloy resistance to crack propagation p 105 N85-15740
p 13 N63-30384	against corrosion of UK military aircraft	Cumulative demane modeling of fatigue crack growth
Performance derivation of turbojets and turbofens from tests in sea-level test cells p 131 N84-25728	p 157 N65-33244 CORROSION TESTS	p 105 N85-15741
Built-in test and self repair mechanisms in a digital	Management of Corrosion	Fatious Crack Topography
correlator integrated circuit p 48 N85-16741	(AGARD-LS-141) p 156 N65-33238	[AGARD-CP-376] p 199 N65-24321

CRACKING (FRACTURING)

SUBJECT INDEX

	CRYOGENIC FLUIDS	The significance of defects and damage in composite
Essential features in fatigue fractures and remarkable phenomena in fatigue crack growth p 199 N85-24322	Basic cryogenics and materials p 133 NB6-20417	structures p 155 N84-10219
Fallique crack propagation and fracture in 7050 and 7091	Productivity The economic aspects of cryogenic wind	Delect occurrences in the manufacture of large CFC
aluminum alloy forgings p 199 N85-24324 Two recent cases of marker load applications on	tunnel design and use p 133 N86-20423	structures and work associated with defects, damage and repair of CFC components p 155 N84-10223
cargo/fighter aircraft fatigue tests p 200 N85-24325	The T2 cryogenic induction tunnel in Toulouse p 134 N86-20424	The F-15 flight loads tracking program
Effect of flight sequences in complex load histories on crack front marking p 200 N85-24326	The cryogenic Ludwieg tube tunnel at Goettinger	p 45 N85-15666
crack front marking p 200 N85-24326 Periodic loading sequences for the systematic marking	p 134 N86-20425	Cumulative damage modeling of tatigue crack growth p 105 N85-15741
of fatigue crack fracture surfaces p 200 N85-24329	CRYOGENIC WIND TUNNELS	Repair of composites p 156 N85-17058
On the use of marker loads and replicas for measuring	The European Transonic Windtunnel (ETW) p.32 N84-23566	Significant parameters of the behavior and of the surface
growth rates for small cracks p 200 N85-24331 On the use of marker loads for fatigue crack growth	The T2 cryogenic wind tunnel with self-adaptable walls	damage of the lubricated Hertzian contact. An application to gears. p. 94 N85-23783
measurements p 201 N85-24332	at ONERA/CERT p 32 N84-23567	Damage Tolerance Concepts for Critical Engine
Faligue crack topography and crack growth analysis ···	The cryogenic wind tunnel Cologne	Components
wrought and cast aluminum p 201 N65-24333 Application of optical and electron microscopic	p 32 N84-23568 Producing a cryogenic gust in an Eiffel type atmospheric	[AGARD-CP-393] p 107 N86-25360 DAMAGE ASSESSMENT
techniques in the fractographic determination of fatigue	wind tunnel with short gust p 33 N84-23569	In-service NDI of composite structures An assessment
crack growth rates p 201 N85-24334	Prediction of condensation onset and growth in the	of current requirements and capabilities
New analysis aspects of the fatigue crack propagation hehaters by SEM in edit mycroscopy, p. 201, NRS-24235	European Transonic Wind Tunnel (ETW) p 34 N84-23578	p 155 N84-10220 Maintenance and the military environment
behavior by SEM in situ microscopy p 201 N85-24335 Crack propagation under constant and variable stress	Nonadiabatic model wall effects on transonic airfold	p 157 N85-33243
amplitudes A comparison of calculations based on the	performance in a cryogenic wind tunnel	Protective systems and maintenance policies for marine
Stration spacing and tests p 201 N85-24336 Aspects of small crack growth p 108 N86-25370	p 34 N84-23579	environments p 157 N85-33245 Relating corrosion maintenance to environmental
Crack growth in near-alpha titanium alloys	Technical evaluation report on the Fluid Dynamics Panel Symposium on Wind Tunnels and Testing Techniques	factors p 157 N85-33247
p 109 N86-25371	AGARD-AR-193 p 132 NB4-32402	Damage tolerance concepts for critical engine
Crack growth, strain and damage measurements using an improved potential drop technique	Cryogenic test technology, 1984	components p 107 N86-25361 Damage tolerance design concepts for military
p 109 N86-25372	(AGARD-AR-212) p 158 N85-29116	Damage tolerance design concepts for military engines p.107 N86-25363
Advanced experimental methods for monitoring the	Special Course on Cryogenic Technology for Wind Tunnel Testing	Parameters that input to application of damage tolerance
behavior of small cracks p 109 N86-25374 CRACKING (FRACTURING)	AGARD-R-7221 p 132 NB6-20415	concepts to critical engine components
Periodic loading sequences for the systematic marking	Introduction to cryogenic wind tunnels	p. 108 N86-25364. The role of thermal and stress analyses in the application.
of fatigue crack fracture surfaces p 200 N85-24329	p 132 N86-20416	of damage tolerant design p 108 N66-25366
Damage tolerance design concepts for military	Materials and techniques for model construction p 133 N86-20418	Damage tolerance acceptance methods in structural
engines p 107 N86-25363 CRACKS	Design and construction of models for the National	components of a medium carbon steel and a medium strength Al-Mg alloy p 108 N86 25367
Behaviour of Short Cracks in Airframe Components	Transonic Facility, part 1 p. 133 N86-20419	AGARD Cooperative Test Programme on Interium alloy
[AGARD-CP-328] p 158 N83-34095	Design and construction of models for the National Transonic Facility, part 2 p 133 N86-20420	engine disc material p.108 N86-25369
Cumulative damage modeling of fatigue crack growth p 105 N85-15741	Cryogenic wind tunnel instrumentation	Crack growth strain and damage measurements using an improved potential drop technique.
Problems and possibilities for life extension in gas turbine	p 133 N86-20421	p 109 N86 25372
components p 105 N85-15742	Fundamental reflections on cryogenic testing	Evaluation of cyclic spin pit tests for the damage
Disc latigue life predictions for gas furbine engines p. 105 N85-15743	p 133 N86-20422 Productivity. The economic aspects of cryogenic wind	tolerance of disks p. 110 N86-25379 Contribution of turbine blade service failures to a damage
Fatigue fracture topography p 199 N85-24323	tunnel design and use p 133 N86-20423	tolerance approach p 110 N86 25382
Parameters that input to application of damage tolerance	The T2 cryogenic induction funnel in Toulouse	Practical experience with damage tolerance based life
concepts to critical engine components p 108 N86-25364	p 134 N86-20424 The cryogenic Ludwieg tube tunnel at Goettinger	extention of turbine engine components p.111 N86-25383
CRASH INJURIES	p 134 N86-20425	DAMPING P 111 N86 25383
Medical aspects of helicopter safety and	The Kryo-Kanal-Koein (KKK) project Description of	Real-time flutter analysis of an active flutter suppression
crashworthness p 213 N84-26287	tunnel conversion, insulation, controls, instrumentation operational experience and first preliminary test results.	system on a remotely prioted research aircraft
The clinical and biomedical evaluation of trauma and	p 134 N86-20426	p.12 N83 30380. The effect of space environment on the damping of
fatalities associated with aircrew ejection and crash. A	The European Transonic Windtunnel (ETW) project	polymer matrix composite p 137 N83-30492
Working Group report [AGARD-AR-194] p 217 N65-21969	p 134 N86-20427 The NASA Langley 0.3-m transonic cryogenic tunnel	Standard dynamics model experiments with the
Introduction: The clinical and biomedical evaluation for	p 134 N86-20428	DFVLR/AVA transonic derivative balance p.145 N86-27245
trauma and fatalities associated with aircrew ejection and	The US National Transonic Facility, part 1	DARK ADAPTATION
crash p 217 N85-21970	p 134 N86-20429	Effects of broad-banded eye protection on dank
	The 440 Mean of Transport French	
CRASHWORTHINESS	The US National Transonic Facility, part 2	adaptation p 224 N86-26817
Army helicopter crashworthiness p 30 N84-15090 Aermedical Support in Military Helicopter Operations	p 134 N86-20430 Other cryogenic wind-tunnel projects	adaptation p 224 N86-26817 DATA ACQUISITION
CRASHWORTHINESS Army helicopter u-ashworthiness p 30 N84-15090 Aermedical Support in Military Helicopter Operations [AGARD-LS-134] p 212 N84-26279	p 134 N86-20430 Other cryogenic wind-tunnel projects p 135 N86-20431	adaptation p. 224 N86-26817 DATA ACQUISITION Progress in wind tunnel test techniques and in the corrections and analysis of the results p.9 N83-30358
CRASHWORTHINESS Army helicopter cashworthiness p 30 N84-15090 Aermedical Support in Military Helicopter Operations [AGARD-LS-134] p 212 N84-26279 Medical aspects of helicopter safety and	P 134 N86-20430 Other cryogenic wind-tunnel projects P 135 N86-20431 CRYOGENICS	adaptation p.224 N86-26817 DATA ACQUISITION Progress in wind tunnel lest techniques and in the corrections and analysis of the results p.9. N83-303-61 incident reporting 18 role in availon safety and the
CRASHWORTHINESS Army helicopter u-ashworthiness p 30 N84-15090 Aermedical Support in Military Helicopter Operations [AGARD-LS-134] p 212 N84-26279	p 134 N86-20430 Other cryogenic wind-tunnel projects P 135 N86-20431 CRYOGENICS High Reynolds number lests of the cast 10-2/DOA2 transonic aeriol at ambient and chyogenic temperature	adaptation p. 224 N86-26817 DATA ACQUISITION Progress in wind tunnel test techniques and in the corrections and analysis of the results p.9 N83-30358
CRASHWORTHHEESS p 30 N84-15090 Army helicopter - usahworthiness p 30 N84-15090 Aermedical Support in Malitary Helicopter Operations (AGARDLS:1341 p 212 N84-26279 Medical aspects of helicopter safety and crashworthiness p 213 N84-26287 CREEP PROPERTIES The application of fracture mechanics to the growth of	Other cryogenic wind-tunnel projects p 135 N86-20430 CRYOGENICS High Reynolds number tests of the cast 10-27/DOA2 transonic airfol at ambient and cryogenic temperature conditions p 33 N84-2357-5	adaptation p. 224 N86-26817 DATA ACQUISITION Progress in wind funnel lest techniques and in the corrections and analysis of the results p.9 N83-30358 (incident reporting. Its role in anation safety and the acquisition of human error data p.9 N84-15081. The analysis of records of parameters. An indispensable tool in oversight and in operations control.
CRASHWORTHHEESS p 30 N84.15090 Army helicopter cushworthiness p 30 N84.15090 Aermedical Support in Military Helicopter Operations (AGAROL-S-1341 p 212 N84-26279 Medical aspects of helicopter safety and crashworthiness p 213 N84-26287 CREEP PROPERTIES The application of fracture mechanics to the growth of creep cracks	p 134 N86-20430 Other cryogenic wind-tunnel projects p 135 N86-20431 CRYOGENICS High Reynolds number tests of the cast 10-2/DOA2 transonic arriol at ambient and cryogenic temperature conditions CUMULATIVE DAMAGE	adaptation p. 224 N86-26817 DATA ACQUISITION Progress in wind furnel lest techniques and in the corrections and analysis of the results. p.9. N83-3038 incident reporting its fole in available and acquisition of human error data. p.29. N84-15681. The artistys of records of parameters. Annidispensable tool in oversight and in operations control.
CRASHWORTHHEESS p 30 N84-15090 Army helicopter - usahworthiness p 30 N84-15090 Aermedical Support in Malitary Helicopter Operations (AGARDLS:1341 p 212 N84-26279 Medical aspects of helicopter safety and crashworthiness p 213 N84-26287 CREEP PROPERTIES The application of fracture mechanics to the growth of	p 134 N86-20430 Other cryogenic wind-tunnel projects p 135 N86-20431 CRYOGENICS High Reynolds number tests of the cast 10-2/DOA2 transcince arriol at ambient and cryogenic temperature conditions CUMULATIVE DAMAGE Characterization of cumulative damage in composites during service	adaptation p 224 NB6-26817 DATA ACQUISITION Progress in wind funnel lest techniques and in the corrections and analysis of the results p 9 NB3-30358 (incident reporting. Its role in anation safety and the acquisition of human error data p 9 NB4-15981. The analysis of records of parameters. An indispensable tool in oversight and in operations control. p 29 NB4-15982. Use of a small scale wind funnel and model shop at 15982.
CRASHWORTHHIESS p 30 N84-15090 Army helicopter dashworthiness p 30 N84-15090 Aermedical Support in Malitary Helicopter Operations [AGARDLS:1341] p 212 N84-26279 Medical aspects of helicopter safety and crashworthiness p 213 N84-26287 CREEP PROPERTIES The application of fracture mechanics to the growth of creep cracks [AGARD-R:705] p 199 N83-34374 CREEP RUPTURE STRENGTH Inconel 719 alloy resistance to crack propagation	Other cryogenic wind-tunnel projects p 135 N86-20430 CRYOGENICS High Reynolds number tests of the cast 10-2/DOA2 transonic aerfol at ambient and cryogenic temperature conditions p 33 N84-2355 CUMILATIVE DAMAGE Characterization of cumulative damage in composites during service p 153 N84-10210 The cumulative effects of long term exposure to low	adaptation p 224 N86-26817 DATA ACQUISITION Progress in wind funnel lest techniques and in the corrections and analysis of the results p 9 N83-30358 (incident reporting. Its role in aniation safety and the acquisition of human error data p 9 N84-15081. The analysis of records of parameters. An indispensable tool in oversight and in operations control. Use of a small scale wind funnel and model shop at Aeronaulica Macchi as an industrial fool. 9.35 N84-23565
CRASHWORTHHEESS Army helicopter - ashworthness p 30 N84-15090 Aermedical Support in Maltary Helicopter Operations [AGARDLS-1341] p 212 N84-26279 Medical aspects of helicopter safety and crashworthness p 213 N84-26287 CREEP PROPERTIES p 293 N84-26287 (AGARD-8-706) CREEP SUPTURE STRENGTH Inconel 718 alloy resistance to crack propagation inconel 718 alloy resistance to crack propagation p 105 N85-15740	p 134 N86-20430 Other cryogenic wind-tunnel projects p 135 N86-20431 CRYOGENICS High Reynolds number tests of the cast 10-2/DOA2 transcince arriol at ambient and cryogenic temperature conditions CUMULATIVE DAMAGE Characterization of cumulative damage in composites during service effects of long ferm exposure to low tevels of radiofrequency radiation (RFR)	adaptation p. 224 NB6-28417 DATA ACQUISITION Progress in wind furnel lest techniques and in the corrections and analysis of the results p. 9. NB3-30358, incident reporting. Its tole in aviation safety and the acquisition of human error data p. 29. NB4-1598. The analysis of records of parameters. An indispensable tool in oversight and in operations control. p. 29. NB4-15082 Use of a small scale wind tunnel and model ishop at Aeronavilica Macchia sa midustriat flool. p. 35. NB4-23565. Problems of system identification in light vibration.
CRASHWORTHHEESS p 30 N84-15090 Army helicopter - usahworthiness p 30 N84-15090 Army helicopter object in Maltary Helicopter Operations [AGARDLS-1341 p 212 N84-26279 Medical aspects of helicopter safety and crashworthiness p 213 N84-26287 CREEP PROPERTIES The application of fracture mechanics to the growth of The application of fracture mechanics to the growth of [AGARD-B-706] CREEP RUPTURE STRENGTH Incomel 718 alloy rewistance to crack propagation p 105 N85-15740 CREW PROCEDURES (INFLIGHT) Influence of a perspective cockpit traffic display format	Other cryogenic wind-tunnel projects p 135 N86-20430 P 135 N86-20431 P 135 N86-20431 P 136-20431 P 136	adaptation p. 224 N86-26817 DATA ACQUISITION Progress in wind funnel lest techniques and in the corrections and analysis of the results p.9. N83-30358 (incident reporting. Its role in anation safety and the acquisition of human error data p.9. N84-15982. The analysis of records of parameters. An indispensable tool in oversight and in operations control. p.29. N84-15982. Use of a small scale wind funnel and model shop at Aeronaufica Macchi as an industrial fool. p.35. N84-23565. Problems of system identification in flight vibration testing.
CRASHWORTHHIESS p 30 N84-15090 Army helicopter - usahworthiness p 30 N84-15090 Army helicopter - usahworthiness p 30 N84-15090 Admendical Support in Maltary Helicopter Operations [AGARDLS:1341] p 212 N84-26279 Medical aspects of helicopter safety and crashworthiness p 213 N84-26287 CREEP PROPERTIES The application of fracture mechanics to the growth of creep cracks [AGARD-R:705] p 199 N83-34374 CREEP RUPTURE STRENGTH inconel 718 alloy resistance to crack propagation p 105 N85-15740 CREW PROCEDURES (INFLIGHT) Influence of a perspective cockpit traffic display format on plot avoidance managevers p 230 N85-19568	Other cryogenic wind-tunnel projects P135 N86-20430 CRYOGENICS High Reynolds number lests of the cast 10-2/DOA2 transonic arfol at ambient and cryogenic temperature conditions P33 N84-23575 CUNILLATIVE DAMAGE Characterization of cumulative damage in composities during service 15 N84-10210 The cumulative effects of long term exposure to low levels of radiofrequency radiation (FFR) P178 N85-27132 CURRENT DISTRIBUTION Numerical modeling techniques for half-space (ground)	adaptation p. 224 N86-26817 DATA ACQUISITION Progress in wind funnel lest techniques and in the corrections and analysis of the results p. 9. N83-30358 (incident reporting. Its role in anation safety and the acquisition of human error data. p. 9. N84-15982. The analysis of records of parameters. An indispensable tool in oversight and in operations control. p. 29. N84-15982. Use of a small scale wind funnel and model shop at Aeronaufica Macchi as an industrial fool. p. 35. N84-23565. Problems of system identification in flight votation testing. [AGARO R-720] p. 121. N84-25-118. Data acquisition and processing in seel event lest best size.
CRASHWORTHHEESS p 30 N84-15090 Army helicopter - usahworthness p 30 N84-15090 Army helicopter - usahworthness p 30 N84-15090 Aermedical Support in Maltary Helicopter Operations 1,4GARDLS-1341 p 212 N84-2627 Medical aspects of helicopter safety and crashworthness p 213 N84-26287 REEP PROPERTIES The application of fracture mechanics to the growth of The application of fracture mechanics to the growth of 1,4GARDLS-106 CREEP RUPTURE STRENGTH Inconel 718 alloy rewistance to crack propagation 105 N85-15740 CREW PROCEDURES (INFLIGHT) Influence of a perspective cockpit traffic deplay format on plot avoidance maneuvers p 230 N85-19668 CREW WORKSTATIONS	Other cryogenic wind-tunnel projects p 135 N86-20430 CRYOGENICS High Reynolds number tests of the cast 10-2/DOA2 transonic artifol at ambient and cryogenic temperature conditions CUMULATIVE DAMAGE Characterization of cumulative damage in composites during service effects of long term exposure to low levels of tradioring underly radiation (RFR). CURRENT DISTRIBUTION Numerical modeling techniques for half-space (ground) problems p 157 N84-1274. N84-1274.	adaptation p 224 NB6-28417 DATA ACQUISITION Progress in wind tunnel lest techniques and in the corrections and analysis of the results p 9 NB3-30358 (incident reporting: its role in avisition stately and the acquisition of human error data p 9 NB4-10581. The analysis of records of parameters. An indispensable tool in oversight and in operations control. Use of a small scale wind tunnel and model shop at Aeronaufica Macch as an industrial tool. 35 NB4-2586. Problems of system identification in light vibration teating. (AGARO R-720) p 121 NB4-2518. Data acquisition and processing in see level test beds.
CRASHWORTHHIESS p 30 N84-15090 Army helicopter - usahworthiness p 30 N84-15090 Army helicopter - usahworthiness p 30 N84-15090 Admendical Support in Maltary Helicopter Operations [AGARDLS:1341] p 212 N84-26279 Medical aspects of helicopter safety and crashworthiness p 213 N84-26287 CREEP PROPERTIES The application of fracture mechanics to the growth of creep cracks [AGARD-R:705] p 199 N83-34374 CREEP RUPTURE STRENGTH inconel 718 alloy resistance to crack propagation p 105 N85-15740 CREW PROCEDURES (INFLIGHT) Influence of a perspective cockpit traffic display format on plot avoidance managevers p 230 N85-19568	Other cryogenic wind-tunnel projects p 135 N86-20431 CRYOGENICS High Reynolds number tests of the cast 10-2/DOA2 transonic artifol at ambient and cryogenic temperature conditions CUMULATIVE DAMAGE Characterization of cumulative damage in composites during service p 153 N84-10210 The cumulative effects of long term exposure to low levels of radiofrequency radiation (RFI), p 179 N85-27132 CURRENT DISTRIBUTION Numerical modeling techniques for half-space (ground) problems CYCLES Cyclic endurance testing of the RB211-228 cast title Cyclic endurance testing of the RB211-228 cast title	adaptation p. 224 N86-26817 DATA ACQUISITION Progress in wind funnel lest techniques and in the corrections and analysis of the results p. 9. N83-30358 (incident reporting. Its role in anation safety and the acquisition of human error data. p. 9. N84-15081. The analysis of records of parameters. An indispensable tool in oversight and in operations control. p. 29. N84-15082. Use of a small scale wind funnel and model shop at Aeronaufica Macchi as an industriat tool. p. 35. N84-23565. Problems of system identification in flight votation testing. [AGARD R-720] p. 121. N84-25-18. Data acquisition and processing in seel event less beds. p. 132. N84-25-730. Operational Loads Data.
CRASHWORTHHEESS p 30 N84-15090 Aerrynehocopter - usahworthiness p 30 N84-15090 Aerrynehocopter - usahworthiness p 30 N84-15090 Aerrynehocopter - usahworthiness p 213 N84-26287 Medical aspects of helicopter safety and crashworthiness p 213 N84-26287 CREEP PROPERTIES The application of fracture mechanics to the growth of creep cracks 1/AGARD-R:705 p 199 N83-34374 CREEP RUPTURE STRENGTH Incomet 719 alloy resistance to crack propagation p 105 N85-15740 CREW PROCEDURES (INFLIGHT) Influence of a perspective cockpit fraffic display format on pilot avoidance maneyevers p 230 N85-19668 CREW WORKSTATIONS Some quantitative methodology for cockpit design Some quantitative methodology for cockpit design CRITICAL FLOW	Other cryogenic wind-tunnel projects p 135 N86-2043) CRYOGENICS p 135 N86-20431 High Reynolds number lests of the cast 10-2/DOA2 transonic artefol at ambient and cryogenic temperature conditions p 130 N84-235/5 CURULATIVE DAMAGE p 153 N84-235/5 CURULATIVE DAMAGE p 153 N84-10210 The cumulative effects of long term exposure to low tevels of radiotrequency adatton (IFF) p 179 N85-27132 CURRENT DISTRIBUTION p 167 N86-27132 CURRENT DISTRIBUTION p 167 N84-12374 CYCLES Cyclic endurance testing of the RB211-228 cast HP hutbine blade p 168 N85-15/47	adaptation p. 224 N86-26817 DATA ACQUISITION Progress in wind funnel lest techniques and in the corrections and analysis of the results p.9. N83-30358 incident reporting. Its role in anation safety and the acquisition of human error data. p.9. N84-10981. The analysis of records of parameters. An indispensable tool in oversight and in operations control. p.29. N84-10982. Use of a small scale wind funnel and model shop at Aeronaufica Macchi as an industrial fool. p.35. N84-23565. Problems of system identification in flight votation testing. [AGARD R-720]. p.121. N84-25-730. Operational Loads Data. [1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,
CRASHWORTHHEESS Army helicopter - usahworthiness p 30 N84-15090 Aermedical Support in Malitary Helicopter Operations [AGARDLS:1341] p 212 N84-26279 Medical aspects of helicopter safety and crashworthiness p 213 N84-26287 CREEP PROPERTIES The application of fracture mechanics to the growth of creep cracks [AGARD-R-705] p 199 N83-34374 CREEP RIPTURE STRENGTH p 109 N83-34374 CREEP RIPTURE STRENGTH p 105 N85-15740 CREW PROCEDURES (IMPLICIAT) Influence of a perspective cockpit traffic display format influence of a perspective cockpit traffic display format CREW WORKSTATIONS Some quantifiative methodology for cockpit design Some quantifiative methodology for cockpit design Some quantifiative methodology for cockpit design Vortex stability and breakdown p 79 N84-12122	Other cryogenic wind-tunnel projects p 135 N86-20430 CRYOGENICS p 135 N86-20431 CRYOGENICS p 135 N86-20431 CRYOGENICS p 135 N86-20431 CRYOGENICS p 133 N84-23575 CUMULATIVE DAMAGE Characterization of cumulative damage in composites during service p 153 N84-10210 The cumulative effects of long ferm exposure to low levels of radiofrequency radiation (RFR) p 179 N85-27132 CURRENT DISTRIBUTION Numerical modeling techniques for half-space (ground) problems p 157 N84-1274 CYCLES Cyclic endurance lesting of the RB211-228 cast HP huthone bade p 106 N85-15747 View of Huture requirements for engine cyclic durability.	adaptation p. 224 NBS-28417 DATA ACQUISITION Progress in wind turnel lest techniques and in the corrections and analysis of the results. p.9. NB3-30358 (incident reporting. Its role in avisition safety and the acquisition of human error data. p.9. NB4-10912. The analysis of records of parameters. An indispensable tool in oversight and in operations control. p.29. NB4-10812. Use of a small scale wind turnel and model shop at Aeronaufica Macchi as an industrial tool. p.9.1 NB4-2585. Problems of system identification in highly interaction teating. (AGARD 8-720). p.121. NB4-25180. Data acquisition and processing in see-level test bods. p.132. NB4-28530. Operational Loads Data. (AGARD-CP-3751). p.4. NB5-15964. Operational loads measurement. A philoscopy and its implementation.
CRASHWORTHHEESS p 30 N84-15090 Aerrynehocopter - usahworthness p 30 N84-15090 Aerrynehocopter - usahworthness p 30 N84-15090 Aerrynehocopter - usahworthness p 213 N84-26287 Medical aspects of helicopter safety and crashworthness p 213 N84-26287 CREEP PROPERTIES The application of fracture mechanics to the growth of creep cracks AGARD-R:705 p 199 N83-34374 CREEP RUPTURE STRENGTH p 109 N83-34374 CREEP RUPTURE STRENGTH p 109 N83-15740 CREW PROCEDURES (INFLIGHT) Influence of a porspective cockpit traffic display format on plot avoidance maneyevers p 230 N85-1968 CREW WORKSTATIONS Some quantitative methodology for cockpit design on p 105 N86-26320 CRITICAL FLOW p 199 N84-12122	Other cryogenic wind-tunnel projects p 135 N86-20430 CRYOGENICS High Reynolds number lests of the cast 10-2/DOA2 transonic artifol at ambient and cryogenic temperature conditions CUMULATIVE DAMAGE Characterization of cumulative damage in composites during service effects of long term exposure to low levels of tradioring unique and transparence p 153 N84-10210 The cumulative effects of long term exposure to low levels of tradioring unique participations P 179 N85-27132 CURRENT DISTRIBUTION Numerical modeling techniques for half-space (ground) problems Cyclic endurance testing of the RB211-22B cast the furthing bade p 105 N85-15747 View of Nuture requirements for engine cyclic durability by analysis and testing	adaptation p. 224 NB6-26817 DATA ACQUISITION Progress in wind funnel lest techniques and in the corrections and analysis of the results p.9. NB3-30358 (incident reporting. Its role in aniation safety and the acquisition of human error data. p.9. NB4-10981. The analysis of records of parameters. An indispensable tool in oversight and in operations control. Use of a small scale wind funnel and model shop at Aeronavlica Macchi as an industrial tool. p.35. NB4-23565. Problems of system identification in flight votation testing. [AGARD-R-720] p.121. NB4-25-718. Data acquisition and processing in see level test beds. p.132. NB4-25-730. Operational Loads Data. [AGARD-CP-375] p.44. NB5-15665. Operational loads measurement. A phosocory and is implementation.
CRASHWORTHHEESS Army helicopter cashworthness p 30 N84-15090 Aermedical Support in Maltary Helicopter Operations [AGARDLS:134] p 212 N84-26279 Medical aspects of helicopter safety and crashworthness p 213 N84-26287 CREEP PROPERTIES The application of fracture mechanics to the growth of creep cracks [AGARD-R:705] p 199 N83-34374 CREEP RUPTURE STRENGTH inconel 719 alloy resistance to crack propagation p 105 N85-15740 CREW PROCEDURES (INFLIGHT) Influence of a perspective cockpit traffic display format on plot avoidance maneyevers p 230 N85-19568 CREW WORKSTATIONS Some quantitative methodology for cockpit design p 89 N86-26320 CRITICAL FLOW Voriex stability and breakdown CRITICAL TEAMPEANTINE Modeling the thermal explosion phenomenon in solid propellants. The Case of tixed and variable propellants.	Other cryogenic wind-tunnel projects p 135 N86-2043) CRYOGENICS High Reynolds number lests of the cast 10-2/DOA2 transonic artfol at ambient and cryogenic temperature conditions TOWNICHATIVE DAMAGE Characterization of cumulative damage in composites during service effects of long farm exposure to low levels of radioreguency redation (IRFR) p 179 N85-27132 CURRENT DISTRIBUTION Numerical modeling techniques for half-space (ground CYCLES CYCLES CYCLES CYCLES CYCLES TOWNICHAE TOWNICH	adaptation p. 224 NB6-26817 DATA ACQUISITION Progress in wind funnel lest techniques and in the corrections and analysis of the results p.9. NB3-30358 (incident reporting. Its role in anation safety and the acquisition of human error data. p.9. NB4-10981. The analysis of records of parameters. An indispensable tool in oversight and in operations control. Use of a small scale wind funnel and model shop at Aeronavlica Macchi as an industrial tool. p.35. NB4-23565. Problems of system identification in flight votation testing. [AGARD-R-720] p.121. NB4-25-718. DB18 acquisition and processing in see level test beds. p.132. NB4-25-730. Operational Loads Data. [AGARD-CP-375] p.4.4. NB5-15665. Operational loads measurement. A phosocory and is implementation. PAR NB5-15665. Navy operational loads data sources and systems. p.4.5. NB5-15666. Advanced fatigue monitoring on service aerost.
CRASHWORTHHEESS Army helicopter - usahworthiness p 30 N84-15090 Aermedical Support in Malitary Helicopter Operations [AGARDLS:1341] p 212 N84-26279 Medical aspects of helicopter safety and crashworthiness p 213 N84-26287 CREEP PROPERTIES The application of fracture mechanics to the growth of creep cracks [AGARD-R-705] p 199 N83-34374 CREEP RIJPTURE STRENGTH p 109 N83-34374 CREEP RIJPTURE STRENGTH p 105 N85-15740 CREW PROCEDURES (IMPLICIAT) influence of a perspective cockpit traffic display format influence of a perspective cockpit traffic display format CREW WORKSTATIONS Some quantifiative methodology for cockpit design Vortex stability and breakdown p 89 N85-26320 CRITICAL FLOW VOTEX stability and breakdown p 79 N84-12122 CRITICAL TELEMERATURE Modeling the thermal explosion phenomenon in solid propelants The case of fixed and variable temperatures	Other cryogenic wind-tunnel projects p 135 N86-20430 CRYOGENICS High Reynolds number lests of the cast 10-2/DOA2 transonic artifol at ambient and cryogenic temperature conditions CUMULATIVE DAMAGE Characterization of cumulative damage in composites during service effects of long term exposure to low levels of traditions of the cast 130-2/DOA2 The cumulative effects of long term exposure to low levels of traditioning pn 153 N84-10210. The cumulative effects of long term exposure to low levels of traditioning pn 179 N85-27132 CURRENT DISTRIBUTION Numerical modeling techniques for half-space (ground) problems Cyclic endurance testing of the RB211-228 cast HP turbine blade Lyclic endurance testing of the RB211-228 cast HP turbine blade Lyclic endurance testing of the RB211-228 cast HP turbine blade Lyclic endurance testing of the RB211-228 cast HP turbine blade Lyclic endurance testing of the RB211-228 cast HP turbine blade Lyclic endurance testing of the RB211-228 cast HP turbine blade Lyclic endurance testing of the RB211-228 cast HP turbine blade Lyclic endurance testing the turbine tur	adaptation p. 224. NBS-28417 DATA ACQUISITION Progress in wind hunnel lest techniques and in the corrections and analysis of the results. p. 9. NB3-30358 (incident reporting. Its role in aviation safety and the acquisition of human error data. p. 9. NB4-10981. The analysis of records of parameters. An indispensable tool in oversight and in operations control. p. 29. NB4-1082. Use of a small scale wind funnel and model shop at Aeronaufica Macchi as an industrial tool. p. 35. NB4-23565. Problems of system identification in highly intration testing. (ACARC R-720). p. 27. NB4-25730. Downstronal Loads Data. p. 132. NB4-25730. Operational Loads Data. p. 132. NB4-25730. Operational Loads Data. p. 14. NB5-15666. Operational loads messurement. A philosophy and its implementation. p. 44. NB5-15666. Navy operational loads data sources and systems. p. 44. NB5-15668. Advanced fatigue monitoring on service acrost.
CRASHWORTHHEESS Army helicopter cashworthness p 30 N84-15090 Aermedical Support in Maltary Helicopter Operations [AGARDLS:134] p 212 N84-26279 Medical aspects of helicopter safety and crashworthness p 213 N84-26287 CREEP PROPERTIES The application of fracture mechanics to the growth of creep cracks [AGARDLR:705] p 199 N83-34374 CREEP RUPTURE STRENGTH p 105 N85-15740 CREW PROCEDURES (INFLIGHT) Influence of a perspective cockpit traffic display format on plot avoidance maneyevers p 230 N85-19668 CREW WORKSTATIONS Some quantitative methodology for cockpit design p 89 N86-26320 CRITICAL FLOW Voriex stability and breakdown CRITICAL TEMPERATURE Modeling the thermal explosion phenomenon in solid properlatirs The case of tixed and variable temperatures CROSE CORRELATION	Other cryogenic wind-tunnel projects p 135 N86-20430 CRYOGENICS High Reynolds number tests of the cast 10-2/DOA2 transonic artifol at ambient and cryogenic temperature conditions CUMULATIVE DAMAGE Characterization of cumulative damage in composites during service effects of long term exposure to low levels of radiofrequency radiation (RFR). CURRENT DISTRIBUTION Numerical modeling techniques for half-space (ground) problems Cyclic endurance testing of the RB211-22B cast the further bade p 105 N85-15747 View of future requirements for engine cyclic durably by analysis and testing CYCLIC LOAD8 Evaluation of cyclic spin pit tests for the damage tolerance of disks p 110 N86-25755 TURBISTAN A standard load sequence for arcraft engine doscs p 10 N86-25755 TURBISTAN A standard load sequence for arcraft engine doscs p 10 N86-25755	adaptation p. 224 N86-26817 DATA ACQUISITION Progress in wind funnel lest techniques and in the corrections and analysis of the results p.9. N83-30358 (incident reporting. Its role in aniation safety and the acquisition of human error data. p.9. N84-10981. The analysis of records of parameters. An indispensable tool in oversight and in operations control. Use of a small scale wind funnel and model shop at Aeronaulica Macchi as an industrial tool. p. 35. N84-23565. Problems of system identification in flight votation testing. [AGARD-R-720] p.121. N84-25-718. Data acquisition and processing in see level test beds. p. 132. N84-25-730. Operational Loads Data. [AGARD-CP-375] p.44. N85-15665. Aphy operational loads data sources and systems. p.45. N85-15665. Navy operational loads data sources and systems. p.45. N85-15665. Advanced fatigue monitoring on service arcraft. p.45. N85-15671. Helicopter data acquisition in Whit. p.45. N85-15671.
CRASHWORTHHEESS p 30 N84-15090 Aermedical Support in Maltary Helicopter Operations [AGARDLS:1341] p 212 N84-26279 Medical aspects of helicopter safety and crashworthness p 213 N94-26287 CREEP PROPERTIES p 1919 N83-34374 CREEP RUPTURE STRENGTH Influence of a perspective cockpit fraffic display format on plot avoidance maneuvers p 230 N85-19668 CREW WORKSTATIONS Some quantitative methodology for cockpit design Votes stability and breakdown CRETICAL FLOW Votes stability and breakdown Votes stability and breakdown CRETICAL FLOW Votes stability and breakdown CRETICAL FLOW Votes stability and breakdown CRETICAL FLOW Votes stability and breakdown Votes stability and breakdown CRETICAL FLOW Votes stability and breakdown Votes stability and breakdown CRETICAL FLOW Votes stability and breakdown Votes stability and breakdown CRETICAL FLOW Votes stability and breakdown Votes	Other cryogenic wind-tunnel projects p 135 N86-2043) CRYOGENICS High Reynolds number lests of the cast 10-2/DOA2 transonic artfol at ambient and cryogenic temperature conditions CUMULATIVE DAMAGE Characterization of cumulative damage in composites during service reflects of long p 153 N84-10210. The cumulative effects of long p 153 N84-10210. The cumulative reflects of long p 153 N84-10210. The cumulative effects of long p 153 N84-10210. The cumulative reflects of long p 153 N84-10210. The cumulative effects of long p 153 N84-10210. The cumulative reflect policy reduction (IRFR). 9 179 N85-27132 CURRENT DISTRIBUTION Numerical modeling techniques for half-space (ground) problems p 167 N84-12774 View of future requirements for engine cyclic durability by enalysis and testing. 9 107 N85-15751 CYCLIC LOADS Evaluation of cyclic spin pit tests for the damage tolerance of disks. 9 110 N86-25379 TURBISTAN A standard load sequence for arcraft engine dosc.	adaptation p. 224 N86-26817 DATA ACQUISITION Progress in wind funnel lest techniques and in the corrections and analysis of the results p.9. N83-30358 (incident reporting. Its role in anation safety and the acquisition of human error data. p.9. N84-10981. The analysis of records of parameters. An indispensable tool in oversight and in operations control. Use of a small scale wind funnel and model shop at Aeronaulica Macchi as an industrial tool. p. 35. N84-23565. Problems of system identification in flight votation testing. [AGARD-R-720] p.121. N84-25-718. Data acquisition and processing in see level test beds. p. 132. N84-25-730. Operational Loads Data. [AGARD-CP-375] p.4.4. N85-15665. Narry operations of lands and processing in see level test beds. Operational loads data sources and systems. p.4.5. N85-15665. Narry operations loads data sources and systems. p.4.5. N85-15666. Advanced fatigue monitoring on service aerost. p.4.5. N85-15667. USAF approach to airborne structural data recording. Arborne Data Acquisition in Willia. p.6.1. N85-15667. USAF approach to airborne structural data recording. Arborne Data Acquisition Multifurction. Systems (ADAMS).
CRASHWORTHHEESS Army helicopter - ashworthness p 30 N84-15090 Aermedical Support in Malitary Helicopter Operations [AGARDLS:1341 p 212 N84-26279 Medical aspects of helicopter safety and crashworthness p 213 N84-26287 CREEP PROPERTIES The application of fracture mechanics to the growth of creep cracks [AGARDLR-705] p 199 N83-34374 [AGARDLR-705] p 199 N83-34374 [CREEP RIJPTURE STRENGTH p 105 N85-15740 [CREW PROCEDURES (IMPLIGAT) p 105 N85-15740 [CREW WORKSTATIONS] Some quantifative methodology for cockpd design (CREW WORKSTATIONS) Some quantifative methodology for cockpd design (CRETICAL FLOW Vortex stability and breakdown p 79 N84-12122 [CRITICAL FLOW MOGNETIES THE CREEP	Other cryogenic wind-tunnel projects p 135 N86-20430 CRYOGENICS High Reynolds number tests of the cast 10-2/DOA2 transonic artifol at ambient and cryogenic temperature conditions CUMULATIVE DAMAGE Characterization of cumulative damage in composites during service effects of long term exposure to low levels of traditions of the cast 13-2/DOAD Numerical modeling techniques for half-space (ground) problems Cyclic endurance testing of the RB211-22B cast the further bade p 106 N85-15747 View of Nutrier requirements for engine cyclic durably by analysis and testing CYCLIC LOADS Evaluation of cyclic spin pit tests for the damage tolerance of disks p 110 N86-25793 TURBISTAN A standard load sequence for servication spin 10-86-25390 CYLILORICAL BOOKES Shock and magic response of sold rocket propellants.	adaptation p. 224. N86-28417 DATA ACQUISITION Progress in wind hunnel lest techniques and in the corrections and analysis of the results. p. 9. N83-30358 (incident reporting. Its role in anistron safety and the acquisition of human error data. p. 9. N84-15081. The analysis of records of parameters. An indispensable tool in oversight and in operations control. Use of a small scale wind tunnel and model shop at Aeronaufica Macchi as an industrial tool. p. 35. N84-2356. Problems of system identification in flight vibration testing. [AGARC R 720]. Data acquisition and processing in see level test beds. p. 132. N84-25730. Operational Loads Data. p. 121. N84-25730. Operational Loads Data. p. 124. N85-1564. Operational loads measurement. p. 4. N85. 1566. Natly operational loads data sources and systems. P. 4. N85. 1566. Advanced fatigue monitoring on service acrost p. 4. N85. 1566. Advanced fatigue monitoring on service acrost p. 4. N85. 1567. Histopperational sequences acrost p. 4. N85. 1567. Histopperational conditions on the control of the c
CRASHWORTHNIESS Army helicopter - ashworthness p 30 N84-15090 Aermedical Support in Maltary Helicopter Operations [AGARDLS:1341] p 212 N84-26279 Medical aspects of helicopter safety and crashworthness p 213 N84-26287 CREEP PROPERTIES p 193 N83-34374 CREEP PROPERTIES p 199 N83-34374 CREEP RUPTURE STRENGTH Influence of a perspective cockpit traffic display format on plot avoidance maneuvers p 230 N85-19668 CREW WORKSTATIONS Some quantitative methodology for cockpit design p 98 N85-25320 CRITICAL FLOW Votes stability and breakdown CRITICAL FLOW Notes stability and breakdown CRITICAL FLOW Votes stability and breakdown CRITICAL FLOW Notes stability and breakdown CRITICAL FLOW Votes stability and breakdown CRITICAL FLOW Votes stability and breakdown CRITICAL FLOW Votes stability and breakdown CRITICAL FLOW Notes stability and breakdown CRITICAL FLOW Votes stability and breakdown CRITICAL FLOW Votes stability and breakdown CRITICAL FLOW Votes stability and breakdown P 98 N85-25320 CRITICAL FLOW ROMERICATION High-lishtuide sonthlishons using NNSS satellities p 182 N85-17044 CROSE CORRELATION Boundary-layer transition T-S waves and crossifiow	Other cryogenic wind-tunnel projects p 135 N86-2043) CRYOGENICS High Reynolds number lests of the cast 10-2/DOA2 transonic artfol at ambient and cryogenic temperature conditions CUMULATIVE DAMAGE Characterization of cumulative damage in composites during service reflects of long p 153 N84-10210. The cumulative effects of long p 153 N84-10210. The cumulative reflects of long p 153 N84-10210. The cumulative effects of long p 153 N84-10210. The cumulative reflects of long p 153 N84-10210. The cumulative effects of long p 153 N84-10210. The cumulative reflect policy reduction (IRFR). 9 179 N85-27132 CURRENT DISTRIBUTION Numerical modeling techniques for half-space (ground) problems p 167 N84-12774 View of future requirements for engine cyclic durability by enalysis and testing. 9 107 N85-15751 CYCLIC LOADS Evaluation of cyclic spin pit tests for the damage tolerance of disks. 9 110 N86-25379 TURBISTAN A standard load sequence for arcraft engine dosc.	adaptation p. 224. N86-28417 DATA ACQUISITION Progress in wind tunnel lest techniques and in the corrections and analysis of the results. p. 9. N83-30358 (incident reporting. Its role in avisition stately, and the acquisition of human error data. p. 9. N84-15081. The analysis of records of parameters. An indispensable tool in overleph and in operations control. p. 2. N84-15082. Use of a small scale wind tunnel germonder shop at Aeronaufica Macchi as an industrial tool. Aeronaufica Macchi as an industrial tool. p. 15. N84-2586. Problems of system identification in light vibration teating. (AGARD 8-720). p. 121. N84-25310. Data acquisition and processing in sea level test beds p. 122. N84-2532. Operational Loads Data. p. 127. N84-25310. Operational Loads Data. p. 127. N84-25310. Operational loads challed to the control of the control o
CRASHWORTHHEESS Army helicopter - ashworthness p 30 N84-15090 Aermedical Support in Malitary Helicopter Operations [AGARDLS:1341 p 212 N84-26279 Medical aspects of helicopter safety and crashworthness p 213 N84-26287 CREEP PROPERTIES The application of fracture mechanics to the growth of creep cracks [AGARDLR-705] p 199 N83-34374 [AGARDLR-705] p 199 N83-34374 [CREEP RIJPTURE STRENGTH p 105 N85-15740 [CREW PROCEDURES (IMPLIGAT) p 105 N85-15740 [CREW WORKSTATIONS] Some quantifative methodology for cockpd design (CREW WORKSTATIONS) Some quantifative methodology for cockpd design (CRETICAL FLOW Vortex stability and breakdown p 79 N84-12122 [CRITICAL FLOW MOGNETIES THE CREEP	Other cryogenic wind-tunnel projects p 135 N86-2043) CRYOGENICS High Reynolds number lests of the cast 10-2/DOA2 transonic artfol at ambient and cryogenic temperature conditions CUMILATIVE DAMAGE Characterization of cumulative damage in composites during service p 153 N84-10210. The cumulative effects of long term exposure to low levels of radiofrequency radiation (RFR) p 179 N85-27132 CURRENT DISTRIBUTION Numerical modeling techniques for half-space (ground) problems p 167 N84-10274 CYCLES Cyclic endurfance testing of the RB211-228 cast HP turbine blade Cyclic endurfance lesting of the RB211-228 Cast HP turbine blade Cyclic endurfance lesting of the RB211-228 Cast HP turbine blade Cyclic endurfance lesting of the RB211-228 Cast HP turbine blade Cyclic endurfance lesting of the RB211-228 cast HP turbine blade Cyclic endurfance lesting of the RB211-228 Cast HP turbine blade Cyclic endurfance setting of the RB211-228 cast HP turbine blade Cyclic endurfance setting of the RB211-228 cast HP turbine blade Cyclic endurfance setting of the RB211-228 cast HP turbine blade Cyclic endurfance setting of the RB211-228 cast HP turbine blade Cyclic endurfance setting of the RB211-228 cast HP turbine blade Cyclic endurfance setting of the RB211-228 cast HP turbine blade Cyclic endurfance setting of the RB211-228 cast HP turbine blade Cyclic endurfance setting of the RB211-228 cast HP turbine blade Cyclic endurfance setting of the RB211-228 cast HP turbine blade Cyclic endurfance setting of the RB211-228 cast HP turbine blade Cyclic endurfance setting of the RB211-228 cast HP turbine blade Cyclic endurfance setting of the RB211-228 cast HP turbine blade Cyclic endurfance setting of the RB211-228 cast HP turbine blade Cyclic conditions of the RB211-228 cast HP turbine blade Cyclic conditions of the RB211-228 cast HP turbine blade Cyclic conditions of the RB211-228 cast HP turbine blade Cyclic conditions of the RB211-228 cast HP turbine blade Cyclic conditions of the RB211-228 cast HP turbine blade Cyclic conditions of the RB	adaptation p. 224 NBs28417 DATA ACQUISITION Progress in wind hunnel lest techniques and in the corrections and analysis of the results. p. 9. NBs.30358 (incident reporting. Its role in sivilation safety and the acquisition of human error data. p. 9. NBs. 19581. The analysis of records of parameters. An indispensable tool in oversight and in operations control. p. 29. NBs. 1582. Use of a small scale wind funnel and model shop at Aeronaufica Macchi as an industrial tool. p. 35. NBs. 2586. Poblisems of system identification in highly intration testing. (ACARO A. 720). p. 27. NBs. 257.30. Doverational Loads Data. p. 27. NBs. 257.30. Operational Loads Data. p. 27. NBs. 257.30. Operational Loads Data. p. 24. NBs. 15966. Operational loads messurement. A philoscopia and its implementation. p. 44. NBs. 15966. Advanced fatigue monitoring in service across the p. 45. NBs. 15676. USAF approach to arborne structural data recording Arborne Data Acquisition in Whill. p. 45. NBs. 15676. Helicopter data acquisition in Whill. p. 45. NBs. 15676. P. NBs. 15676. P. NBs. 15676. Approach to arborne structural data recording Arborne Data Acquisition in Whill. p. 45. NBs. 15677. Helicopter data acquisition in Whill. p. 45. NBs. 15676. P. NBs. 15677. P. NBs. 15683. Fatigue crack topography and cast alumnum. p. 201. NBs. 24331. P. 47. NBs. 15683. Fatigue crack topography and cast alumnum. p. 201. NBs. 24331. P. NBs. 27. NBs. 15677. P. NBs. 25630.
CRASHWORTHHEESS Army helicopter - usahworthiness p 30 N84-15090 Aermedical Support in Malitary Helicopter Operations [AGARDLS:1341] p 212 N84-26279 Medical aspects of helicopter safety and crashworthiness p 213 N84-26287 CREEP PROPERTIES The application of fracture mechanics to the growth of creep cracks p 213 N84-26287 CREEP PROPERTIES The application of fracture mechanics to the growth of creep cracks p 213 N83-28474 CREEP RUPTURE STRENGTH p 199 N83-34374 CREEP RUPTURE STRENGTH p 109 N83-34374 CREEW PROCEDURES (IMPLIGHT) Influence of a prespective cockpit traffic display format of the control of a prespective cockpit traffic display format of the control of a prespective cockpit traffic display format of the control of a prespective occupit traffic display format of the control of the con	Other cryogenic wind-tunnel projects p 135 N86-20430 CRYOGENICS High Reynolds number tests of the cast 10-2/DOA2 transonic artifol at ambient and cryogenic temperature conditions CUMULATIVE DAMAGE Characterization of cumulative damage in composites during service effects of long term exposure to low levels of traditions of the cast 13-2/DOAD Numerical modeling techniques for half-space (ground) problems Cyclic endurance testing of the RB211-22B cast the further bade p 106 N85-15747 View of Nutrier requirements for engine cyclic durably by analysis and testing CYCLIC LOADS Evaluation of cyclic spin pit tests for the damage tolerance of disks p 110 N86-25793 TURBISTAN A standard load sequence for servication spin 10-86-25390 CYLILORICAL BOOKES Shock and magic response of sold rocket propellants.	adaptation p. 224. N86-28417 DATA ACQUISITION Progress in wind tunnel lest techniques and in the corrections and analysis of the results. p. 9. N83-30358 (incident reporting. Its role in avisition stately, and the acquisition of human error data. p. 9. N84-15081. The analysis of records of parameters. An indispensable tool in overleph and in operations control. p. 2. N84-15082. Use of a small scale wind tunnel germonder shop at Aeronaufica Macchi as an industrial tool. Aeronaufica Macchi as an industrial tool. p. 15. N84-2586. Problems of system identification in light vibration teating. (AGARD 8-720). p. 121. N84-25310. Data acquisition and processing in sea level test beds p. 122. N84-2532. Operational Loads Data. p. 127. N84-25310. Operational Loads Data. p. 127. N84-25310. Operational loads challed to the control of the control o
CRASHWORTHHIESS Army helicopter - ashworthness p 30 N84-15090 Aermedical Support in Maltary Helicopter Operations [AGARDLS:1341] p 212 N84-26279 Medical aspects of helicopter safety and crashworthness p 213 N84-26287 CREEP PROPERTIES p 193 N83-34374 CREEP PROPERTIES [P 199 N83-34374 CREEP RUPTURE STRENGTH Influence of a perspective cockpit traffic display format on plot avoidance maneuvers p 230 N85-19668 CREW WORKSTATIONS Some quantitative methodology for cockpit design p 98 N85-25320 CRITICAL FLOW Vortes stability and breakdown P 198 N85-17044 CROSE CORRELATION High-listhidde sonthlishons using NNSS satellities P 188 N86-25360 CROSE CORPALATION Go depolarization on low-angle 2 GHz satellite downance P 188 N86-2586	Other cryogenic wind-tunnel projects p 135 N86-2043) CRYOGENICS High Reynolds number lests of the cast 10-2/DOA2 transonic artfol at ambient and cryogenic temperature conditions The cumulative damage in composities during service p 133 N84-235/5 CUBULATIVE DAMAGE Characterization of cumulative damage in composities during service reflects of long term exposure to low tevels of radiotreguency redation (RFR) p 153 N84-10210 The cumulative effects of long term exposure to low tevels of radiotreguency redation (RFR) p 179 N85-27132 CURRENT DISTRIBUTION Numerical modeling techniques for half-space (ground) problems CYCLES CYCLES CYCLES Cyclic endurance testing of the RB211-228 cast HP furtione blade p 106 N85-15742 View of future requirements for engine cyclic durability by analysis and testing p 107 N85-15751 CYCLIC LOADS Evaluation of cyclic spin pit tests for the damage tolerance of daks TURBISTAN A standard load sequence for accreat engine dacs CYLINORICAL BOOLES Shock and impact response of solid rocket propellents Experimental and responses of solid rocket propellents Experimental and responses of solid rocket propellents	adaptation p. 224 N86-28417 DATA ACQUISITION Progress in wind tunnel lest techniques and in the corrections and analysis of the results. p. 9. N83-30358 (incident reporting. Its role in avisition stately, and the acquisition of human error data. p. 9. N84-10518. The analysis of records of parameters. An indispensable tool in overleph and in operations control. p. 2. N84-10582. Use of a small scale wind tunnel and model shop at Aeronaufica Macchi as an industrial tool. p. 15. N84-2586. Problems of system identification in light vibration teating. (AGARO #.720). p. 121. N84-2573. Data acquisition and processing in sea level test beds. p. 122. N84-2573. Operational Loads Data. p. 14. N85-1586. Operational loads onessurement. A philosophy and its implementation. p. 16. N85-1586. Nasy operational olads data sources and systems. All shops of the control
CRASHWORTHHEESS Army helicopter - usahworthiness p 30 N84-15090 Aermedical Support in Malitary Helicopter Operations [AGARDLS:1341] p 212 N84-26279 Medical aspects of helicopter safety and crashworthiness p 213 N84-26287 CREEP PROPERTIES The application of fracture mechanics to the growth of creep cracks (AGARDLR-705] p 199 N83-34374 CREEP RIPTURE STRENGTH Income 718 alloy resistance to crack propagation (AGARDLR-705] p 199 N83-34374 CREEP RIPTURE STRENGTH Influence of a perspective cockpit fraffice designs (ormation policity) (AGARDLR-705) CREW WORKSTATIONS Some quantifative methodology for cockpit design of policity (AGARDLR-705) CRITICAL FLOW Vortex stability and breakdown p 79 N84-12122 CRITICAL FLOW Workstability and breakdown p 79 N84-12122 CRITICAL TEMPERATURE Modeling the thermal explosion phenomenon in solid properlants the case of fixed and variable temperatures p 81 N85-17044 CROSS FLOW Boundary-layer transition T-S waves and crossflow mechanisms p 84 N86-15268 CROSS FLOW Boundary-layer transition T-S waves and crossflow mechanisms p 84 N86-15268 CROSS FLOW Boundary-layer transition T-S waves and crossflow mechanisms p 84 N86-15268 CROSS FLOW The impact of propagation effects on the design of high 184-24446 The impact of propagation effects on the design of high 184-2446 The impact of propagation effects on the design of high 184-2446	Other cryogenic wind-tunnel projects P135 N86-20431 CRYOGENICS High Reynolds number lests of the cast 10-2/DOA2 transonic artifol at ambient and cryogenic temperature conditions CUMULATIVE DAMAGE Characterization of cumulative damage in composites during service p153 N84-10210. The cumulative effects of long term exposure to low levels of radiofrequency radiation (RFR) p179 N85-27132 CURRENT DISTRIBUTION Numerical modeling techniques for half-space (ground) problems p167 N84-1274 CVCLES Cyclic endurance testing of the RB211-228 cast HP hutbraic blade p106 N85-15747 View of future requirements for engine cyclic curability by analysis and testing p107 N85-15751 CVCLIC LOAD8 Evaluation of desks p110 N86-25379 TURBISTAN A standard load sequence for accreat angine dose 9 110 N86-25379 TURBISTAN A standard load sequence for accreat angine dose 9 110 N86-25379 TURBISTAN A standard load sequence for accreat singre dose 9 110 N86-25379 TURBISTAN A standard load sequence for accreat singre dose 9 110 N86-25379 TURBISTAN A standard load sequence for accreat singre dose 9 110 N86-25379 TURBISTAN A standard load sequence for accreat singre dose 3 110 N86-25379 TURBISTAN A standard load sequence for accreat singre dose 3 110 N86-25379 TURBISTAN A standard load sequence for accreat singre dose 3 110 N86-25379 TURBISTAN A standard load sequence for accreat singre dose 3 110 N86-25379 TURBISTAN A standard load sequence for accreate singre dose 3 110 N86-25379 TURBISTAN A standard load sequence for accreate singre dose 3 110 N86-25379 TURBISTAN A standard load sequence for accreate singre dose 3 110 N86-25379 TURBISTAN A standard load sequence for accreate singre dose 3 110 N86-25379 TURBISTAN A standard load sequence for accreate singre dose 3 110 N86-25379 TURBISTAN A standard load sequence for accreate singre dose 3 110 N86-25379 TURBISTAN A standard load sequence for accreate singre dose 3 110 N86-25379 TURBISTAN A standard load sequence for accreate singre dose 3 110 N86-25379	adaptation p. 224 NB6-28417 DATA ACQUISITION Progress in wind furnel lest techniques and in the corrections and analysis of the results. p. 9. NB3-30358 (incident reporting. Its role in avisition safety and the acquisition of human error data
CRASHWORTHHIESS Army helicopter - ashworthness p 30 N84-15090 Aermedical Support in Maltary Helicopter Operations [AGARDLS:1341] p 212 N84-26279 Medical aspects of helicopter safety and crashworthness p 213 N84-26287 CREEP PROPERTIES p 193 N83-34374 CREEP PROPERTIES [P 199 N83-34374 CREEP RUPTURE STRENGTH Influence of a perspective cockpit traffic display format on plot avoidance maneuvers p 230 N85-19668 CREW WORKSTATIONS Some quantitative methodology for cockpit design p 98 N85-25320 CRITICAL FLOW Vortes stability and breakdown P 198 N85-17044 CROSE CORRELATION High-listhidde sonthlishons using NNSS satellities P 188 N86-25360 CROSE CORPALATION Go depolarization on low-angle 2 GHz satellite downance P 188 N86-2586	Other cryogenic wind-tunnel projects p 135 N86-2043) CRYOGENICS High Reynolds number lests of the cast 10-2/DOA2 transonic artefol at ambient and cryogenic temperature conditions The cumulative damage in composites during service p 133 N84-23575 CUMULATIVE DAMAGE Characterization of cumulative damage in composites during service effects of long term exposure to low tevels of radiofrequency redation (RFR) The cumulative affects of long term exposure to low tevels of radiofrequency redation (RFR) VICLES CVICLES CYCLES	adaptation p. 224 N86-28417 DATA ACQUISITION Progress in wind tunnel lest techniques and in the corrections and analysis of the results p. 9. N83-30358 (incident reporting. Its role in avisition safety and the acquisition of human error data. p. 9. N84-15081. The analysis of records of parameters. An indepensable tool in oversight and in power land p. 20. N84-15081. The analysis of records of parameters. An indepensable tool in oversight and in power land. p. N84-15081. P.
CRASHWORTHHIESS Army helicopter - ashworthness p 30 N84-15090 Aermedical Support in Maltary Helicopter Operations [AGARDLS:1341 p 212 N84-26279 Medical aspects of helicopter safety and crashworthness p 213 N84-26287 CREEP PROPERTIES p 199 N83-34374 CREEP PROPERTIES CREEP RUPTURE STRENGTH Influence of a perspective cockpt traffic display format on plot avoidance maneuvers p 230 N85-19668 CREW WORKSTATIONS Some quantitative methodology for cockpt design p 88 N86-26320 CRITICAL FLOW Vortex stabelity and breakdown p 79 N84-12122 CRITICAL FLOW Vortex stabelity and breakdown p 79 N84-12122 CRITICAL FLOW CREEP STRENGTH Modeling the thermal explosion phenomenon in solid propositants The case of tool and variable report of the company of th	Other cryogenic wind-tunnel projects p 135 N86-2043) CRYOGENICS High Reynolds number lests of the cast 10-2/DOA2 transonic artefol at ambient and cryogenic temperature conditions The complete of the cast 10-2/DOA2 transonic artefol at ambient and cryogenic temperature conditions The cumulative damage in composities during service effects of long term exposure to low tevels of radiofrequency redation (RFR) The cumulative affects of long term exposure to low tevels of radiofrequency redation (RFR) The cumulative affects of long term exposure to low tevels of radiofrequency redation (RFR) The cumulative affects of long term exposure to low tevels of radiofrequency redation (RFR) Numerical modeling techniques for half-space (ground) problems The complete of the RB211-28E cast HP turbine bade The complete of the RB211-28E cast HP turbine bade The complete of the RB211-28E cast HP turbine bade The complete of the RB211-28E cast HP turbine bade The space of the RB211-28E cast HP turbine bade The complete of the RB211-28E cast HP turbine bade The space of the RB211-28E cast HP turbine bade The space of the RB211-28E cast HP turbine bade The RB215-28E complete of the RB211-28E cast HP turbine bade The space of the RB211-28E cast HP turbine bade The space of the RB211-28E cast HP turbine bade The space of the RB211-28E cast HP turbine bade The space of the RB211-28E cast HP turbine bade The space of the RB211-28E cast HP turbine bade The space of the RB211-28E cast HP turbine bade The space of the RB211-28E cast HP turbine bade The space of the RB211-28E cast HP turbine bade The space of the RB211-28E cast HP turbine bade The space of the RB211-28E cast HP turbine bade The space of the RB211-28E cast HP turbine bade The space of the RB211-28E cast HP turbine bade The space of the RB211-28E cast HP turbine bade The space of the RB211-28E cast HP turbine bade The space of the RB211-28E cast HP turbine bade The space of the RB211-28E cast HP turbine bade The space of the RB211-28E cast HP turbine bade The space of the RB21	adaptation p. 224 N86-28417 DATA ACQUISITION Progress in wind tunnel lest techniques and in the corrections and analysis of the results p. 9. N83-30358 (incident reporting. Its role in avisition safety and the acquisition of human error data
CRASHWORTHHEESS Army helicopter - usahworthiness p 30 N84-15090 Aermedical Support in Malitary Helicopter Operations [AGARDLS:1341] p 212 N84-26279 Medical aspects of helicopter safety and crashworthiness p 213 N84-26287 CREEP PROPERTIES The application of fracture mechanics to the growth of creep cracks (AGARDLR-705] p 199 N83-34374 CREEP RIPTURE STRENGTH Incomer 178 alloy resistance to crack propagation Influence of a perspective cockpit traffic segliary format on plot avoidance manneyers p 200 N85-19668 CREW WORKSTATIONS Some quantifative methodology for cockpit design (CRETICAL FLOW Vorter stability and breakdown p 79 N84-12122 CRITICAL FLOW Worter stability and breakdown p 79 N84-12122 CRITICAL TELOWERATURE Modeling the thermal explosion phenomenon in solid properlants the case of tixed and variable temperatures p 81 N85-17044 CROSS FLOW Boundary-layer transition T-S waves and crossflow mechanisms CROSS PLOM BOUNDARIZATION Lie deposition of propagation effects on the design of high capacity digital microwieve links in 18 GHz requercy band The impact of propagation effects on the design of high capacity digital microwieve triks in 18 GHz requercy band	Other cryogenic wind-tunnel projects P135 N86-20431 CRYOGENICS High Reynolds number lests of the cast 10-2/DOA2 transonic artifol at ambient and cryogenic temperature conditions CUMULATIVE DAMAGE Characterization of cumulative damage in composites during service p 153 N84-10210. The cumulative effects of long firm exposure to low levels of radiofrequency radiation (RFR) p 179 N85-27132 CURRENT DISTRIBUTION Numerical modeling techniques for half-space (ground) problems p 167 N84-10274 CVCLES Cyclic endurance testing of the RB211-228 cast HP humane blade p 106 N85-15747 View of future requirements for engine cyclic curability by analysis and testing p 107 N85-15751 CVCLIC LOAD8 Evaluation of cyclic spin pit tests for the damage belearance of dass p 110 N86-2537 TURBISTAN A standard load sequence for accreat angine dece p 106 N85-17040 D REGION Statistics of auroral radio absorption in relation to prediction models p 185 N86-27557	adaptation p. 224 NBs28417 DATA ACQUISITION Progress in wind furnel lest techniques and in the corrections and analysis of the results. p. 9. NBs. 19383 Incident reporting. Its role in sistent safety and the acquisition of human error data. p. 9. NBs. 19381 The analysis of records of parameters. An indispensable tool in oversight and in operations control. D2.9. NBs. 19382 Use of a small scale wind funnel and model shop at Aeronaulica Macchi as an industrial tool. p. 35. NBs. 23565 Problems of system identification in flight vibration testing. (ACARC R. 720) D3.5. NBs. 23565 Problems of system identification in flight vibration testing. (ACARC R. 720) Operational Loads Data. p. 27. NBs. 257.30 Operational Loads Data. p. 24. NBs. 19566 D4. NBs. 19566 Advanced fatigue monitoring on service acrost simplementation. p. 44. NBs. 19566 Advanced fatigue monitoring on service acrost in the control of t

DEMAND ASSIGNMENT MULTIPLE ACCESS

SOCCEOTINOLA		
The mentor approach to requirements specification	DATA RECORDING	The engineering significance of defects in composite
p 5 N63-22120	Flight parameters recording for safety monitoring and investigations p 29 N84-15083	Structures p 155 N84-10222 Detect occurrences in the manufacture of large CFC
Development and Use of Numerical and Factual Data	investigations p 29 N84-15083 Operational loads measurement A philosophy and its	countries and work associated with defects, damage and
Bases [AGARD-LS-130] p 241 N84-17059	implementation p 44 N85-1566F	repair of CFC components p 155 N84-10223
Types of technical content of data	The F-15 flight loads tracking program p 45 N85-15666	Built-in-test for first line testing p 48 N85-16739
p 241 N84-17061	Fight parameters recording for structure fatigue life	Small detect characterization in powder metallurgy materials p 109 N86-25373
Sources generating and reporting numerical and factual data p.241 N84-17062	monitoring p 47 N85-15682	DEFENSE COMMUNICATIONS SATELLITE SYSTEM
data p 241 N84-17062 Extraction and compilation of numerical and factual	USAF approach to airborne structural data recording Airborne Data Acquisition Multifunction System (ADAMS)	LIS MILSATCOM Present and future
date p 241 N84-17063	p 47 N85-15683	p 232 N85-20753
The evaluation/validation process Practical	DATA REDUCTION	Integrated support of factical operations by satellite communications p 232 N85-20754
considerations and methodology for the evaluation of phenomenological data p 241 N84-17064	Information analysis centres and services p 240 N83-31538	FHF MILSATCOM systems for tactical users
Decempation of data and information	Keeping up with operational loads in the French Air	p 232 N85-20755
p 242 N84-17066 General review of numerical data bases	Force: Defining new equipment p 47 N85-13081	DEFENSE PROGRAM Military requirements fuel economy, air traffic control
General review of numerical data bases p 242 N84-17067	Flight testing for performance and flying qualities p. 70 N85-28920	and detense budgets p 86 N83-22181
Progress toward a coordinated system of databases	DATA STORAGE	Renefits to industry (of coordinated defence/serospace)
covering the engineering properties of materials p 242 N84-17068	Data stimulated on-line-checking (IROLD)	information structure) p 240 N83-31540
Date organisations and their management	p 50 N85-16754	Advantages gained by the government from a coordination of defense-aerospace information
p 242 N84-17069	Introduction to coding for HF communications	p 240 N83-31541
The Application of New Technologies to Improve the Delivery of Aerospace and Defence Information	p 159 NB3-30866	Military applications of meteorological satellite
[AGARD-CP-357] p 242 N84-21425	DEF STAN 00-18 A family of compatible digital interface standards p 24 N84-15049	(METSAT) data p 234 N85-20767
Automated document request and delivery systems in	Techniques for interbus communication in a multibus	DEFLAGRATION Hazard Studies for Solid Propellant Rocket Motors
the United Kingdom p 244 N84-21436	avionic system p 24 N84-15050	(AGARD-CP-367) p 58 N85-17025
Maintaining consistency and accommodating network repair in a self-regenerative distributed database	Network communications for a distributed avionics system p 24 N84-15052	Review of USAF treatment of solid propellant rocket
management system (a discussion of the means and	An ionospheric mode detection system for HF	motor hazards p 58 N65-17027
cost) p 68 N85-26656	communications application p 1.74 N85-19282	Analysis of Deflagration to Shock to Detonation
DATA BASES A software-cost database for aerospace software	Time and space domain filtering for improved HF	Transition (DSDT) in porous energetic solid propellants p.59 N85-17030
development p.8 N83-22148	Social data transmission with large output on the HF	Penguin warhead safety tests p 59 N85-17031
International information exchange	channel p 178 N85-19305	Study of the transition from deflagration to detonation
p 240 N83-31537 Status and future of the use of numerical and factual	A method of estimating aircraft attitude from fly by wire	of previously fragmented propellants p 59 N85-17032
data p 241 N84-17060	flight control system data p 68 NB5-26653 Possible impacts of VHSIC on MIL-STD-1553B data	Transient combustion. An important consideration in deflagration-to-defonation transition. p. 60. N85-17037
The evaluation/validation process. Data from disciplines	transmission management p 192 N86-28371	The DOT process for high energy propellants
resting on good theoretical foundations p 242 N84-17065	DEAD RECKONING	p 60 N85-17038
Scientific numeric databases p 243 N84-21430	Reference systems for the evaluation of dead-reckoning navigation equipment p 42 N84-34406	Shock and impact response of solid rocket propellants
The standardization of bibliographic data	Reference systems for the evaluation of dead-reckoning	Experimental and theoretical p.60 N85-17040 The pressure deflagration limit of solid rocket
p 243 NB4-21432	navigation equipment p 62 N85-22358	The pressure deflagration limit of solid rocket propellants p.61 N85-17046
Pressure distribution on a swept wing aircraft in flight p 81 N85-10025	DECAMETRIC WAVES	DEFLECTION
A review of fatality, impairment of consciousness, and	Contending with jamming in decametric waves in an adaptive system of all-directional antennas	Load carrying capacity of double circular arc gears p 92 N85-2377u
head/neck injury on USAF ejections 1971 - July 1983	p 202 N84-15653	DEFORMATION
p 217 N85-21974 DATA CORRELATION	DECISION MAKING	Flutter and steady/unsteady aerodynamic
Ground/flight correlation on the Alpha-Jet expenmental	Requirements decomposition and other myths p.4 N83-22117	characteristics of supercritical and conventional transport
aircraft with a transonic wing. A comparison of the wing	Development and Use of Numerical and Factual Data	wings p.117 N83-22218 Preliminary design of aircraft using structural
pressure distribution and local wake survey from analytical, wind tunnel and flight results p.9 N83-30362	Bases	optimization methods p 17 N84-11133
Flight and wind-tunnel correlation of boundary-layer	(AGARD-LS-130) p 241 N84-17059 The evaluation/validation process: Practical	Process Modeling Applied to Metal Forming and
transition on the AEDC transition cone	considerations and methodology for the evaluation of	Thermomechanical Processing LAGARD-LS-137! p 158 N35-15086
p 10 N83-30363	phenomenological data p 241 NB4-17064	Deformable mirror nearest neighbor optical computer
Technical evaluation report on the Flight Mechanics Panel Symposium on Ground/Flight Test Techniques and	Visual perception in systems management in aeronautics p.214 N84-33017	p 238 N85-29772
Correlation	Some effects of display format variables on the	DEGREES OF FREEDOM The influence of aeroelastic stability requirements on
[AGARD-AR-191] p 90 N83-34939	percention of except souther organistion	helicopter design p 16 N84-11127
DATA FLOW ANALYSIS The implementation of image processing algorithms	p 230 N85-19666	Recent developments and future directions in dynamic
p 191 N86-28364	Meteorological and oceanographic support during the Falklends conflict p 234 N85-20769	stability research at NAE, Citawa p 35 N84-23582
DATA LINKS	Design arientative An effectiveness factor	DEICERS Land vehicle corrosion management
Overview of United States program for modernizing air traffic control and airway facilities p 86 N83-22184	p 66 N85-26642	p 157 N85-33246
The impact of propagation affects on the design of high	The impact of artificial intelligence on airborne mantime reconnaissance p 193 NB6-28374	DELAMINATING
canacity digital microwave links in the 18 GHz frequency	DECOMPRESSION SICKNESS	Growth of delaminations under fatigue loading p 153 N84-10208
band p 174 N85-192 9 DATA PROCESSING	Hypobanic training of flight personnel without	Experimental investigation of detaminations in carbon
The management of a large real time military amonics	compromising quality of life p 228 N86-30327 DECOUPLING	fibre composite p 153 N84 10209
project p.8 N83-22144	Digital emplementation of a laser active flight control	The significance of defects and damage in composite structures p 155 NB4-10219
Modern Duplay Technologies for Airborne Applications	system with processed decoupled states	Delamination growth in composite structures under
(AD-A129876) p 96 N83-30414	p 2 N83-22098	inplane compression loading p 155 N84-10224
Integration of fire, flight and propulsion control systems	Characterization, Analysis and Significance of Defects	Composite structure repair (AD-A141456) p 155 N84-31300
An overview, retrospective and prospective p. 17 N84-12057	in Composite Materials	DELTA WINGS
A dynamic approach to military avionics systems	[AGARD-CP-355] p.152 N84-10203 Monitoring of defect progression by acoustic emission	An expenmental investigation of the vortex flow over
lesting p 28 N84-15075	g 153 N84-10206	delta and double-delta wings at low speed p 76 N84-12106
Types of technical content of data	An emorical appraisal of defects in composites	Laser velocimetry study of compressibility effects on the
p 241 N84-17061 Guidence and Control Techniques for Advanced Space	helicopter tail rotor blades p 153 N84-10211 Correction between hondestructive inspection results	flow field of a delta wing p 77 N84-12108
Vehicles	and performance of graphite/egoxy structural parts	On the generation of vortical flow at hypersonic speeds
[AGARD-CP-350] p 137 N84-24603 Data accumum and processing in see-level test beds	p 153 N94-10212	Voter flow survisions nest woos using the
Data acquisition and processing in sea-level test beds p 132 N84-25730	The effect of damage on the tensile and compressive	Fuler-equations p 78 N84-12118
Flight Test Techniques	performance of carbon libra laminates p. 154 N84-10213	Numerical solutions for three-dimensional cases. Delta
[AGAPD-CP-373] p 41 N84-34396	Rehavior of idealized discontinuities and impact	wings p.83 N86-15264 DEMAND (ECONOMICS)
Application of advanced parameter identification methods for flight flutter data analysis with companions	damages in CERP under fatigue loading	A UK (ATS view of the air traffic menagement
to current techniques p. 41 N84-34401	p 154 N84-10214	requirements in the next decade p 85 N63-22178
Flight testing and real time data processing for	The significance of detects and damage in composite structures p 155 N84-10219	Overview of United States program for modernizing air
development and integration of weapon systems	In-service NDI of composite structures. An assessment	Producibility and cost studies of aviation kerosene
p 43 N84-34415 High-lettuide scintillations using NNSS satellites	of current requirements and capabilities	[AGARD-AR-227] p 158 N86-20580
g 182 N88-27540	p 155 N84-10220	DEMAND ABBIGNMENT MULTIPLE ACCESS
The implementation of image processing algorithms	Effect of defects on Aircreft composes structures p 155 N84-10221	Integrated support of tactical operations by satellite communications p 232 N85-20754
p t91 N66-26364	p 133 1404-142\$1	
		A-91

NEMODULATORS

DEMODULATORS
DEMODULATORS Digital Optical Circuit Technology
Digital Optical Circuit Technology (AGARD-CP-362) p 236 NB5-29757 DENMARK
Handling of hydrazine in the Royal Danish Air Force p 213 N84-33014 DENSITY DISTRIBUTION
Image generation on matrix displays b 96 N83:30418
DEPOLARIZATION Ice depolarization on low-angle 2 GHz satellite
downlinks p 189 NB4-24946 DEPRIVATION Variations in states of alertness during continuous
operations at the control post level p 208 N84-21068 DESENSITIZING
The current status of the RAF programme of densensitisation for motion sick averew
DESIGN ANALYSIS Systematic computer aided control design
A life cycle model for avionic systems
p.8 N83-22146 Overview of frequency sharing p.160 N83-30876
Performance and robustness aspects of digital control systems p 120 N84-10098
Aeroelastic design considerations in the development
of helicopters p 16 N84-11126 Optimization of engine power official by secondary
Optimization of engine power offsake by secondary power system design power offsake by secondary power system design and power of system design power of system
Tactical requirements impact on avionics/weapon
Operational readiness and its impact on lighter avionics
system design p 22 N84-15037 A future system design technique based on functional
decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs
guidelines for minimum maintenance costs
A practical approach to the design of a new avonor, system p 25 N84-15039 A practical approach to the design of a new avonor, system p 25 N84-15059 Design and robustness analysis of reduced order controllers for large teaches near only whether
system p 25 N84-15058
Controllers for large flexible space vehicles
p 140 N84-24623 Special Course on V/STOL Aerodynamics [AGARD-R-710] p 39 N84-25625 Aero/(herrodynamics and acquisit) Course (see Aero/(herrodynamics and acquisi
Special Course on V/STOL Aerodynamics [AGARD-R-710] p 39 N84-25625
OPSIGN OF Test-beds for turbolets and turbolans
Pacycling conform design p 131 N84-25725 Pacycling conform design p 152 N84-23488 Design of self-checking N-MOS (H-MOS) integrated circuits p 48 N85-16742
Design of self-checking N-MOS (H-MOS) integrated circuits
NASA Langley Research Center p 61 N85-22353 Manufacturing perspective in the design of bevel
gearing perspective in the design of beveloper p 93 N85-23777
Manufacturing considerations related to aircraft
QBB/DOXES p 93 NRS,23778
Possible technological answers to new design requirements for power transmission systems
p 93 N85-23779
b ag 1492-531/a
Land vehicle corrosion management
Land vehicle corrosion management p 157 N85-33246
Land vehicle corrosion management p. 157 N85-33246 Some quantitative methodology for cochin design n. 88 N88-28220
Land vehicle corrosion management p. 157 N85-33246 Some quantitative methodology for cochin design n. 88 N88-28220
Land vehicle corrosion management p. 157 N85-33246 Some quantitative methodology for cocking design p. 89 N86-28320 VHSIC today and tomicrrow p. 187 N86-28338 DEBBAR TO COST
Land vehicle corrosion management p 157 N85-33246 Some quantitative methodology for cocking design p 89 N86-28320 VHSIC today and tomcrrow p 187 N86-28338 VESIGN TO COST Manufacturing considerations related to account operators
Land vehicle corosion management p 157 N85-33246 Some quantitative methodology for cockpit design p 89 N86-26320 VHSIC today and tomcrrow p 167 N86-26330 DEBIGN TO COST Manufacturing considerations related to sercraft ge
Land vehicle corosion management p 157 N85-33246 Some quantitative methodology for cockpit design p 89 N86-26320 VHSIC today and tomcrrow p 167 N86-26330 DEBIGN TO COST Manufacturing considerations related to sercraft ge
Land vehicle corrosion management p 157 N85-33246 Some quantitative methodology for cocking design p 89 N86-26320 VHSIC today and tomicrow p 167 N86-26338 VESIGN TO COST Manufacturing considerations related to servart gestroses p 98 N85-2776 Design-To-Cost (DTC) methodology to achieve effordable awonics p 97 N85-265 The series 2000 A ministure gas bearing DTG for low cost statisticine maintaining and control of 87 N85-265
Land vehicle corrosion management p 157 N85-33246 Some quantitative methodology for cocking design p 89 N86-26320 VHSIC today and tomorrow p 187 N86-26336 VESIGN TO COST Manufacturing considerations related to sercraft gestrosizes. M85-23775 Design-To-Cost (DTC) methodology to schieve affordable avionics p 57 N85-26776 The series 2000 A minieture gas bearing DTG for low cost strateging under control p 67 N85-26648 Reuselble software. A concept for cost regulation.
Land vehicle corrosion management p 157 N85-33246 Some quantitative methodology for cocking design p 89 N86-26320 VHSIC today and tornicitiow p 187 N86-26336 DESEAN TO COST Manufacturing considerations related to aircraft gestionres p 99 N85-23776 Design-To-Cost (DTC) methodology to schieve affordsels avionics p 67 N85-26645 The series 2000 A ministure gas beaung DTG to uncost strationing of the control of the cost strategies avionics of the cost strategies and the cost strategies of the cost strategies of the cost strategies of the cost requirem p 68 N85-26655
Land vehicle corrosion management p 157 N85-33246 Some quantitative methodology for cocking design p 89 N86-26320 VHSIC today and tomicrow p 187 N86-26338 VBSIC today and tomicrow p 187 N86-26338 DESEMA TO COST Manufacturing considerations related to aircraft gearboxes p 93 N85-22176 Design-To-Cost (DTC) methodology to acheve aftorable avonces The series 2000 A ministure gas beaung DTG for low cost strandorom guidance and control p 67 N85-2688 Reuseble software. A concept for cost rejuction p 68-26565 DESEMICHINGUISTATION (BIOLOGY) SeatMand Information As Orbestanics and control of post-265655 DESEMICHINGUISTATION (BIOLOGY) SeatMand Information As Orbestanics and control of post-265655 DESEMINISTATION (BIOLOGY) SeatMand Information As Orbestanics and control of post-265655 DESEMINISTATION (BIOLOGY) SeatMand Information As Orbestanics and control of post-265655 DESEMINISTATION (BIOLOGY) SeatMand Information As Orbestanics and control of post-265655
Land vehicle corrosion management p 157 N85-33246 Some quantitative metinopology for cocking design p 89 N86-28320 VHSIC today and tomcritow p 187 N86-28338 VBSIGN TO COST Manufacturing considerations related to aircraft pearboxies p 93 N85-22776 Design-To-Cost (DTC) methodology to achieve affordable aircraft p 97 N85-22856. The series 2000 A ministure gas bearing DTG for local strategies and control p 67 N85-2666. Reusables optimize A concept for cost rejuction p 68 N85-2665 DESTINATION (BISIC DQV) Sustained Interiors Air Optimizions Physiological and Performatice Aspects p 207 N84-21082
Land vehicle corrosion management p 157 N85-3246 Some Quantitative methodology for cocking design p 89 N86-26320 VHSIC today and tomorrow p 187 N86-26338 VESIGN TO COST Manufacturing considerations related to accraft gestbores p 93 N85-23775 Design-To-Cost (DTC) methodology to achieve p67 N85-26375 The sense 2000 A ministure gas beaung DTG for low cost streadom guidance and control p 67 N85-2665 Reuselable software A concept for cost reduction p 88 N85-2655 VESTVENHORIEZATION (BIOLOGY) Sustamed intensive Air Optimistions Physiological and Performance Aspects (AGARIC-CP-338) p 207 N84-21082 Cincadean rhythms and sustamed operations.
Land vehicle corrosion management p 157 N85-3246 Some quantitative methodology for cocking design p 89 N86-26320 VHSIC today and tornic row p 187 N86-26338 VESIGN TO COST Manufacturing considerations related to accraft p 89 N85-22775 Design-To-Cost (DTC) methodology to achieve affordable avonics p 57 N85-22775 Design-To-Cost (DTC) methodology to achieve affordable avonics p 57 N85-22686 The series 2000 A ministure gas beaung DTG for low cost strationing guidance and control p 67 N85-26686 Reuseable softwers A concept for cost requision p 68 N85-26655 DESYNCHROBISZATION (BROLOGY) Sustained intensive Air Optimisions - Physiological and Performance Aspects [AGARIC-CP-338] p 207 N84-21082 Circaden ritythms and sustained operations p 207 N84-21082
Land vehicle corrosion management p 157 N85-3246 Some quantitative methodology for cocking design p 89 N86-26320 VHSIC today and tornic row p 187 N86-26338 VESIGN TO COST Manufacturing considerations related to accraft p 89 N85-22775 Design-To-Cost (DTC) methodology to achieve affordable avonics p 57 N85-22775 Design-To-Cost (DTC) methodology to achieve affordable avonics p 57 N85-22686 The series 2000 A ministure gas beaung DTG for low cost strationing guidance and control p 67 N85-26686 Reuseable softwers A concept for cost requision p 68 N85-26655 DESYNCHROBISZATION (BROLOGY) Sustained intensive Air Optimisions - Physiological and Performance Aspects [AGARIC-CP-338] p 207 N84-21082 Circaden ritythms and sustained operations p 207 N84-21082
Land vehicle corrosion management p 157 N85-3246 Some Quantitative methodology for cocking design p 89 N86-26320 VHSIC today and tomorrow p 187 N86-26338 VESIGN TO COST Manufacturing considerations related to accraft gestbores p 93 N85-23775 Design-To-Cost (DTC) methodology to achieve p67 N85-26376 The sense 2000 A ministure gas beaung DTG for low cost streadom guidance and control p 67 N85-26856 Reuselable softwers A concept for cost reduction p 88 N85-26855 VESYNCHRONIZATION (BIOLOGY) Sustamed intensive Air Operations: Physiological and Performance Aspects (AGARIO-CP-338) p 207 N84-21082 CircaSoan rhythms and sustamed operations DEFECTION The management of a large real-time imitary shorios: P 88 N83-22144
Land vehicle corrosion management p 157 N85-33246 Some quantitative methodology for cocking design p 89 N86-26320 VHSIC today and tomicrow p 187 N86-26338 VESIGN TO COST Manufacturing considerations related to accraft gearboxes p 93 N85-22776 Design-To-Cost (DTC) methodology to acheve p67 N85-2665 The series 2000 A ministure gas beauting DTG for low cost stratedom guidance and control p 67 N85-26664 Reuselable software A concept for cost requision p 68 N85-2665 VESTWICHTONIESTATION (BIOLOGY) Sustained intensive Air Operations: Physiological and Performance Aspects (ACARIO-CP-338) p 207 N84-21062 Circostom thystware and sustained operations p 207 N84-21065 DEFECTION The management of a large real-time matriary avionics project Adaptive protection of detection systems operating to spread spectrum.
Land vehicle corrosion management p 157 N85-33246 Some quantitative metinopology for cocking design p 98 N86-28320 VHSIC today and tomicrow p 187 N86-28338 DE\$80M TO COST Manufacturing considerations related to aircraft pearboxies p 99 N85-22778 Design-To-Cost (DTC) methodology to scheme affordable amonics p 67 N85-28645 The series 2000 A ministure gas bearing DTG for low cost stratedomy guidance and control p 67 N85-28648 Reusebbs software. A concept for cost rejuction p 68 N85-2665 DE\$1000 N85-2000 A ministure gas bearing DTG for low cost stratedomy guidance and control p 67 N85-2666 DE\$1000 N85-2000 A ministure gas bearing DTG for low cost stratedomy guidance and control p 67 N85-2665 DE\$1000 N85-2000
Land vehicle corrosion management p 157 N85-3246 Some quantitative methodology for cocking design p 89 N86-26320 VHSIC today and tomorrow p 187 N86-26338 VESIGN TO COST Manufacturing considerations related to accraft gestroores p 93 N85-2377 Design-To-Cost (DTC) methodology to scheve p67 N85-26378 The sense 2000 A ministure gas beaung DTG for low cost streadom guidance and control p 67 N85-2665 Reuselable software A concept for cost reduction p 88 N85-26855 DESYNCHRONIZATION (BIOLOGY) Sustamed intensive Air Operations: Physiological and Performance Aspects (AGARIO-CP-338) p 207 N84-21062 CircaSoan rhythms and sustamed operations DETECTION The management of a large real-time imitary shorics. P38 N83-22144 Adagtive protection of detection systems operating by spread spectrum p 202 N84-15652 DETERMONATION
Land vehicle corrosion management p 157 N85-33246 Some quantitative methodology for cocking design p 89 N86-26320 VHSIC today and tomicrow p 187 N86-26338 DESSAN TO COST Manufacturing considerations related to account gearboxes p 93 N85-2277 Design-To-Cost (DTC) methodology to achieve p 75 N85-2664 The series 2000- A ministure gas bearing DTG for low cost strandowing guidance and control p 67 N85-2664 Reusebles software A concept for cost reduction p 68 N85-2665 DES VECHNORIEZATION (BIOLOGY) Sustamed intensive Air Operations: Physiological and Performance Aspects (ACARD-CP-338) p 207 N84-21062 Cacadoan rhythms and sustained operations DETECTION The management of a large real-time matrary avionics Appeted Adaptive protection of detection systems operating by spread spectrum p 202 N84-15652 DETERNORIETION Management of Corrosion (ACARD-LS-3228
Land vehicle corrosion management p 157 N85-3246 Some quantitative methodology for cocking design p 89 N86-26320 VHSIC today and tomorrow p 187 N86-26338 VESIGN TO COST Manufacturing considerations related to accraft gestroores p 93 N85-2377 Design-To-Cost (DTC) methodology to scheve p67 N85-26378 The sense 2000 A ministure gas beaung DTG for low cost streadom guidance and control p 67 N85-2665 Reuselable software A concept for cost reduction p 88 N85-26855 DESYNCHRONIZATION (BIOLOGY) Sustamed intensive Air Operations: Physiological and Performance Aspects (AGARIO-CP-338) p 207 N84-21062 CircaSoan rhythms and sustamed operations DETECTION The management of a large real-time imitary shorics. P38 N83-22144 Adagtive protection of detection systems operating by spread spectrum p 202 N84-15652 DETERMONATION

RS all Circuit Technology 1621 p. 236 N85-29757 Analysis of Deflagration to Shock to Detonation fransition (DSDT) in porous energetic solid propellarits p.59 N65-17030 Penguih warhead salely tests p.59 N65-17031 hydrazine in the Royal Danish Air Force p 213 N84-33014 Penguin warnead salery lesis p. 59 N85-17031
Study of the transition from deflagration to defloration of previously fragmented propellaris p. 59 N85-17032
Transient combustion An important Consideration in deflagration-to-defloration transition p. 60 N85-17032
The DDT process for high energy propellaris.

Numerical simulation of the shock defloration franction p. 60 N85-17038
EVELOPMENT RIBUTION ration on matrix displays p 96 N83-30418 ON rization on low-angle 2 GHz satellite p 169 N84-24946 transition

DEVELOPMENT

Flight testing and real time data processing for development and integration of weapon systems

p. 43 (N64-34415) states of alertness during continuous e control post level p 208 N84-21068 it status of the RAF programme of on for motion sick aircrew p.217 N85-20658 **DEVICES**A mm-wave collision warning device for helicopters p 163 N83-30895 rsis computer aided control design p 1 N83-22097 DIAGNOSIS
Applying Al to the diagnosis of complex system p 198 N86-19635
DIRLECTRICS

P 163 N83-30895

P 163 N83-30895

P 164 N86-19635 model for avonic systems p 8 M83-22087 p 1 M83-22087 p 160 M83-0817 et and robustness aspects of deptal control p 160 M83-0817 et and robustness aspects of deptal control p 160 M83-0817 et and robustness aspects of deptal control p 160 M83-0817 et and robustness aspects of the robustness and ris impact on avonics / weapon p 29 M84-12177 et and ris impact on avonics / weapon p 29 M84-15036 et readmess and ris impact on avonics / weapon in stem design technique based on functional nitrogenium maintenance costs in minimum maintenance costs of a robustness analysis of reduced order tradeous der robustness analysis of reduced order reduced order reduced order reduced over reduced over reduced or our stem of with robustness analysis of reduced order reduced outside stem on VISTOL Reprofusion on M84-24623 unter on VISTOL Reprofusion. nodel for avionic systems RELECTIVICS
Electrostatic discharging behaviour of Kapton and other dielectric materials in a simulated space environment p 136 N83-30487 integrated electrooptical components using dielectric substrates p 236 N85-29767 Integrated productions

Study of the transition behavior of an airplane in the
Study of the transition behavior of an airplane in the
p 149 N86-27266 DIFFERENTIAL EQUALIFORM
Study of the transition behavior of an arplane in the vicinity of blureation pointing p. 149 M86-27266
DIGITAL COMMINATE SYSTEMS
Application of AFT/P-18 task-tailored control modes in advanced multipoint (Agricus) p. 125 M85-27888
X-29 deglial light control system design
Some flight test results with redundant deglial light control systems
p. 125 M85-27892 Some Ingr. Fault tolerant spaceborne computer p 18 N84-120e4
Strapdown system algorithms p 38 N84-24507
A modern approach of a synthetic aperture redar processor and ats technological aspects p 235 N85-27076
An update of experience on the fit by were Jaquar equipped with a full-time digital flight control system p 125 N85-27803
Operational and developmental experience with the F/A-18A digital flight control system n 156 N85-27805. p 126 N85-27895
Flight testing and development of the F/A-18A digital p 126 N85-27896
The prospects of the digital optical computer p 238 N85-2971 P 238 N85-29771

DigiTAL DATA

Modern

Display Technologies for Airborne corrosion management p 157 N85-33246 Applications (AD-A129876) p 157 N85-33246 tabve methodology for cockpit design p 89 N86-26320 and tomorrow p 187 N86-28338 17 g considerations related to aircraft p 93 N85-23778

Appropriations p. 96 NB3-30414
A system for measuring the characteristics of the ionosphone channel by digital transmissions p. 175 NB5-19287 Ondsphenc channer by ungase — 0 175 N85-13/26/

DigitAL FILTERS

Adaptive protection of detection systems operating by spread spectrum pp 202 N84-15652

Digital correlation processors for spread-spectrum-communication-systems

A high performance chip set implementation of a finite imputes response filter p 169 N86-28351

Resilimes digital matched filter for rader putes compression Digital Analysis (2016)

DIGITAL NAVIGATION

AFTI/F-16 An integrated system approach to combat automation.

automation
Digital samusation
Digital samusation of communications channels. An
p 176 Nes-19290

neterals

Current requirements for the design and membenance against corrosion of UK mildary averalt p 157 fetts-33244

BETOMATION
Hazard Studies for Solid Propelliant Rocket Motors
JAGARD-CP-387;
Review of USAF treatment of solid propelliant rocket
motor hazards
p 58 N85-17027

Digital sensuation of communications.

Digital emulation of communications.

Digital emulation of communications.

Digital Systems

Microtrocesor implementation of fest-sampling direct digital flaght-mode controlled part of the product of the pro

New aspects improving the availability of digital LOS-radio relay links deduced from male-band measurements at 5 and 15 GHz p 164. M83 38901. A spectral emission mask for digital fropospiners: scatter transmission. p 165. M83,30907. Computer-Aidod Design and Analysis of Digital Guidance and Control Systems. p 119. M84.10099. Fundamentals of analysis for digital control systems. p 119. M84.10099. Performance and robustness aspects of digital control systems. p 120. M84.10099. Direct digital despin us pole placement techniques.

Performance and russummer p 120 N84-10use yestems p 120 N84-10use Direct digital design via pole placement techniques p 120 N84-10use p 120 N8 laws p 120 N84-10101
Integration of fire, light and propulsion control systems.
An Overview, retrospective and prospective
p 17 N84-12057
DEF STAN 00-18 A family of compatible digital interface

DEF STAN 00-18. A family of compatible digital interface standards. p. 24. N84-15049 Multipath outdage performance of digital Tadio receivers using finite-tiap adaptive equalizers. p. 170. N84-24955 Plight testing a digital flight control system issues and results. p. 44. N84-34403. The development of an androne insurmentation computer system for tight test. p. 44. N84-34421. Expenence of one UR electronic educiments supplier with bit on enginal flight control systems over the past turn year. The second of the UR electronic educiments supplier with bit on enginal flight control systems over the past turn year. The second control of the properties of the process of the past turn year. The properties of the properties of the past turn year. The properties of the partners of the past turn to the properties of the partners of the past turn year. The properties of the partners of the partners of the past transmission. Propagation influences on the partners of the past turn year. Propagation influences on the partners of the past turn year. Propagation included the past turn year. Propagation conditions.

paroward quadrature phase shrift keyed digntal radio p17a M85-1927a System 200 p17a M85-1927a EQuatorral fransionospheric propagation consistions p17a M85-1927s The impact of propagation effects on the design of high capationy degrad microwave links in the 18 GHz frequency band A review of atmospheric multipath massaurements and digital system performance multipath massaurements and digital system performance

digital system performance p. 174 N85-1929 Wideband Me-of-sight channel measurements and smalation. Application to digital radio links.

Some propagation experimental results on protection techniques for line-of-sight opidal systems. p. 175 N85-19286 Control of the control of

Integrated support of tactical operations by satellite communications by satellite communications 2 222 N85-2073-6 Testing of the deptial flight control system of the German CCV (spiller experimental arcraft p 63 N85-2266

Some flight test results with redundant digital flight control systems p. 122 N85-26736. An update on experience on the fly by wire Jaguer equipped with a full-time digital flight control system p. 122 N85-26740.

Operational and developmental experence with the F/A-18A digital flight control system p 122 N85-26742 Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 A-18A digital N85-26743 The certification of airborne complex digital systems p 123 N85-26754

Automatic flight control modes for the AFTI/F-111 mission adaptive wing ericraft p124 N85-2676 Certifying complex digital systems on civil aviation aircraft p127 N85-27907

aircraft
Digital fault-loterant hight actuation systems
[AFWAL-63-3041]
A solid-state map display for rapid response operation
p 89 N86-25323

Applications of digital terrain data in flight operations p 89 N66-26324

Bipoler VI.SI technology p 167 N86-26324 p 168 N86-26324 p 168 N86-26324 be VI.S. systems p 168 N86-26324 be VI.S. systems p 168 N86-26324 be VI.S. systems p 168 N86-26324 be VI.S. systems

p ros reso-25346
A revolutionary design method for VLSI signal ricessors p 190 NB6-28361

DYNAMIC CHARACTERISTICS

IGITAL TECHNIQUES A modular approach to high reliability software	Integration of sensor fusion in advanced helicopter cockpit design p 57 N85-16813	fice depolarization on low-langle 2 GHz satellife downlinks p 169 N84-24946
generation with application to nonlinear control p.2. N83-22104	Flight research on visual aids and havigation equipment for helicopter low-level flight at night p 58 N85-16820	E.H.F. propagation measurements along satellite-Earti paths in the Canadian High Arctic. p. 182 N86-27542
Development and application of digital control for factical	Human Factors Considerations in High Performance	DOWNWARM
aircraft flutter suppression p.3 N83-22108	Arcreft	Effects of serodynamic lags on aircraft responses
New aspects improving the availability of digital	[AGARD-CP-371] p 228 N85-19653 Aircrew and avionics: Friends or Foes?	p 147 N86-2725
LOS-radio relay links deduced from wide-band measurements at 5 and 15 GHz p 164 N83-30901	p 228 N85-19654	DRAG
measurements at 5 and 15 GHz p 164 N83-30901 The impact of the F/A-18 aircraft digital flight control	Observations of physiological and psychological effects	Aeroelastic considerations in preliminary design of a military conibet aircraft p.17 N84-1113
system and displays on flight testing and safety	of terrain following flight based on in-flight test	DRAG DEVICES
p 30 NB4-15091	experience p 229 N85-19657 Electronic displays. Their strengths and weaknesses	Direct force control p 119 N84-1009
F-region variability and HF-propagation	for advanced high performance averaft	DRAG MEASUREMENT
p 203 N84-15658	ρ 230 NB5-19664	Determination of external store drag
Uninstalled aero engine testing in operation in the Royal Air Force p 132 N84-25731	Changing system and display concepts and their impact	p 41 N84:3439
Multipath and Doppler observations during transatiantic	on aircrew performance p. 230 N85-19665 The cockpit of the year 2000: How big a step?	Prediction of the drag of wings at subsonic speeds b viscous/inviscid interaction techniques
signal HF propagation experiments p 174 N85-19281	ne cockpit of the year 2000: How big a step?	p 84 N86-1527
Fast synchronization model for UHF spread-spectrum	Influence of a perspective cockpit traffic display format	DRAG REDUCTION
communication system p 176 N85-19296	on pilot avoidance maneuvers p 230 N85-19668	Transonic configuration design p 21 N84-1208
A technical solution to fadings in factical satellité digital	The multiple resources model of human performance	The effects of wing tip devices on the performance of the BAe Jetstream p.80 N84-1213
ransmissions p 177 N85-1929?	Implications for display design p 230 N85-19669 The F-18: A new era for human factors	Aircraft drag reduction technology p 52 N85-1678
Overview of RADC adaptive antenna developments for communications p 177 N85-19299	p 231 N85-19671	Drag reduction due to boundary-layer control b
communications p.177 N85-19299 Mil-DAP: Its architecture and role as a real time airborne	Arcrew-aircraft integration issues in future US Army	combined blowing and suction p 52 N85-1678
digital signal processor p 190 N86-28359	helicopters p 231 N85-19672	Turbulent drag reduction research p 53 N85-1678
Advanced signal processing technology for future radar	Guidance-Control-Navigation Automation for Night	On the relaxation of a turbulent boundary layer after an encounter with a torward facing step
systems p 192 N86-28368	All-Weather Tactical Operations LAGARD-CP-3871 p.88 N86-26316	p 53 N85-1678
WENSIONAL STABILITY	[AGARD-CP-387] p.88 N86-26316 Synthetic real-time relief display all-weather surborne	Full scale experiments into the use of large eddy breakur
Space environmental effects on materials	messions p 89 N86-26321	devices for drag reduction on aircraft p.53 NB5-1679
p 136 N83-30485	A solid-state map display for rapid response operation	Preumatic turbulators. A device for drag reduction a
Materials and techniques for model construction p 133 N86-20418	p 89 N86-26323	Reynolds numbers below 5 million p 53 N85-1679 Demonstration of relaxed stability on a commercial
MENSIONLESS NUMBERS	Applications of digital terrain data in flight operations	transport p 122 N65-2674
Notes on special flight aspects, such as STO, ski-jump	p.89 N86-26324 The impact of VHPIC on avionic system architecture.	Realisation of relaxed static stability on a commerci
and OOM p 41 N84-25637	packaging and maintainability p 193 N86-28372	transport p 123 N85-2674
POLE ANTENNAS	DISSECTION	Aircraft Drag Prediction and Reduction
Performance of antennas in plasma p 168 N84-12377	Dissecting composite parts: A valuable aid in concept	[AGARD-R-723] p.83 N86-1526 Aircraft drag reduction technology A summary
Tactical HF communication for military helicopters using	design and nondestructive control p 153 N84-10207	p 84 N86-1526
the NVIS mode p 56 N85-16807	DISTORTION	Laminar flow control with suction. Theory ar
RECT LIFT CONTROLS	The effect of space environment on the thermal distortion of polymer matrix composites	experiment p 84 N86-1526
Direct force control p 119 N84-10090	D 135 NB3-30484	Design considerations for application of laminar flo
RECTIONAL SOLIDIFICATION (CRYSTALS)	Fluid dynamic aspects of turbine engine testing	control systems to transport aircraft p 84 N86-1527
The effect of recycling on cast structures and the internal character of IN100 alloy: A laboratory study	p 35 N84-23586	Turbulent drag reduction for external flows p.84 N86-1527
p 152 N84-33485	Distortion of a narrow radio beam in a convective	Parasitic and interference drag prediction ar
SCONTINUITY	medium p 172 N84-24966 DISTRIBUTION (PROPERTY)	reduction p.84 N86-1527
Behavior of idealized discontinuities and impact	Maintaining consistency and accommodating network	Recent developments in three-dimensional wal
damages in CFRP under fatigue loading	repair in 8 self-regenerative distributed database	analysis p 84 N86-1527
p 154 N84-10214 SCRIMNATION	management system (a discussion of the means and	Transonic drag rise and drag reduction by active/passin boundary layer control p 85 N86-152
ice depolarization on low-angle 2 GHz satellite	cost) p 88 N85-26656	DRIVES p 85 N96-152
downlinks p 169 N84-24946	DOCUMENTATION Scientific and technical report services	All-electric accessory drive systems: Implications
Mass-discrimination during prolonged weightlessness	p 240 NB3-31536	engine design and performance p 100 N84-1211 DRONE AIRCRAFT
p 220 N85-31814 SPERSING	Built-in-test for first line testing p 48 N85-16739	
Oxide dispersion strengthened alloys	DOPPLER EFFECT	Real-time flutter analysis of an active flutter-suppressi- system on a remotely proted research aircraft
p 150 N84-33472	tonospheric factors affecting the performance of HF sky-wave sea-state radars p. 203 N84-15656	p 12 N83-303
SPLACEMENT	sky-wave sea-state radars p 203 N84-15656 Propagation effects on the Doppler frequency shift of	DROP SIZE
Subsonic/Transonic Aerodynamic Interference for	satelite transmissions p 173 N85-19276	Producing a cryogenic gust in an Eiffel type atmospher
Aircraft: Introductory remarks p 20 N84-12073	Multipath and Doppler observations during transattantic	wind tunnel with short gust p 33 N84-235
Dynamic behaviour of spherical and aspherical contact lenses exposed to + Gz-acceleration forces	digital HF propagation experiments p 174 N85-19281	DROP TESTS
emses exposed to + G2-acceleration forces p 224 NS6-26816	Spectral characteristics of high frequency waves	Crack growth, strain and damage measurements use an improved potential drop technique
BPLAY DEVICES	backscattered by small scale F region irregularities	p 109 N86-253
Human factors aspects of displays p 96 N83-30415	Evidence of strong sub-auroral ion flow iz 184 N96-27550	DRUGS
Cockprt environment p 96 N83-30416	Observations of very high latitude ignospheric	Hypnotics and air operations p 206 N84-210
Cathode ray tubes p 96 NB3-30417 Liquid crystal displays p 97 NB3-30420	irregularities with the Good Bay HF rader	DUCT GEOMETRY
Electroluminescent displays p 97 N83-30420	p 184 N86-27553	Modelling on interference due to ducting at frequence above 1 GHz p 162 N83-308i
Vacuum fluorescent tubes p 97 N83-30422	DOPPLER NAVIGATION	Statistical study of elevated ducts extension
Other types of display p 97 N83-30424	Flight research on visual aids and navigation equipment	p 162 N83-308
Optical techniques for airborne displays	for helicopter low-level flight at night p 58 N85-16820	DUCTED FLOW
p 97 N83-30425	DOPPLER RADAR	Lucal and mean heat transfer on the leading and trails
Applications p.97 N83-30426 Combined visualization p.23 N84-15043	High accuracy Doppler navigation employing obstrum integrated position hx information p 55 N85-16803	surfaces of a square-sectioned duct rotating in the
The lock-on-before-launch weapon delivery and	DOPPLER-FIZEALI EFFECT	orthogonal-mode p 111 N86-298; DUCTS
display/control consideration p 25 N84-15056	Exploration of arterial function using Doppler flow	Statistical study of elevated ducts extension
Color display technology in advanced fighter cockpits	determination. Application to aeronautical and space	p 162 N83-3084
p 26 N84-15061	medicine p.211 N84-21091	Tropospheric propagation assessment
Flight Mechanics and System Design Lessons From Operational Experience	DOSMETERS	p 171 N84-249
Operational Expenence (AGARD-CP-347) 0.28 Na4-15075	The physical interactions of radiofrequency radiation	DURABILITY Some considerations on short crack growth behavior
The impact of the F/A-18 arcraft digital flight control	fields and biological systems p 179 N65-27129	Some considerations on short crack growth behavior in aircraft structures.
system and displays on Right testing and safety	Radiu Frequency Rediction (RFR) measurements in operational settings p 180 N65-27138	[AGARD-R-696] p 196 N83-3100
p 30 N84-15091	Operational settings p 160 N65-2/136 DOUBLE BASE PROPELLANTS	F-16 force management, vesterday today ar
The man-machine interface in new generation	Study of the trimetion from deflegration to detangues	tomorrow p 46 N85-156
commercial arcraft p 31 N84-15096	of previously tragmented propellants p 59 N85-17032	Design and lest requirements for development of today
Modern flight instrument displays as a major military aviation flight safety weakness p 31 N84-15098	DOUBLE BASE ROCKET PROPELLANTS	engines p 104 N85-157
avietion tight safety weakness p 31 N84-15098 Graphic and visual presentation of aerospace date	The vulnerability of cast double base rocket motors to	Overview of the AGARD SMP activities on turbine engi-
0.243 N84-21431	thermomechanical attack p 50 N85-17033	materials technology in the 1972 1982 period p 105 N85-157
	Crack growth in propellants p 59 NB5-17034	Cyclic endurance testing of the RB211-228 cast H
Real time testing. The next generation	0-1	turbine blade p 106 N65-157/
Real time testing. The next generation p.43 N84 34416	Determination of the decomposition behavior of double	
Fleet time testing. The next generation p. 43 N84 34416 Built-in-test for first line testing p. 48 N85-16739	base propellants at low temperatures.	Generation of marker tines on takeue fractu
Real time testing. The next generation p. 43 N84 34416. Built-in-test for first line testing. p. 48 N85-18739. A Computer-generated topographic deplay system for	base propellants at low temperatures. p 61 N85-17045	Generation of marker tines on taligue fractu- surfaces p 200 1485-243;
Real time testing. The next generation p. 43 N84 34416. Built-in-test for first line testing. p. 48 N85-16739.	base propellants at low temperatures.	Generation of marker tines on takeue fractu

sence in certicalogy p 211 NB4-21084

phy in microgravity p 220 NGS-31618

DYNAMIC CONTROL	
DYNAMIC CONTROL	
Active control landing gear for ground loads alleviation n 123 NR5-26749	The nature of the problem
Dynamic behavior of a proplen p 72 N86-26749 DYNAMIC CONTROL	Factors affecting the with particular reference
Practical aspects of digital implementation of control laws p 120 N84-10101	industry Measures for mate
A perspective on superaugmented flight control	construction
advantages and problems p 121 N65-26733 DYNAMIC LOADS	The Navy program t
Evaluation of operational loads to verify structural design p.46 N85-15677	and strategic materials New developments
TUTOR (CL-41A) tail flight load survey	Bureau of Mines
p 46 N85-15678 Tornado Structural Usage Monitoring System	EARTH RESOURCES SE Earth resources re
(SUMS) p 46 N85-15680	Radar system
Flight parameters recording for structure fatigue life monitoring p 47 N85-15682	EARTH SURFACE Media effects on sys
USAF approach to airborne structural data recording:	
Airborne Data Acquisition Multifunction System (ADAMS) p.47 N85-15683	EARTH TERMINALS The Ferranti Ta
DYNAMIC MODELS Motteling and simulation techniques	(MANSAT) Tactical satellite ter
p 120 N84-10096	applications
The vortex skeleton model for three-dimensional steady flows p.76 N84-12101	ECHOCARDIOGRAPHY
Crew station evaluation in a dynamic flight simulation	Echocardiography is personnel
facility p 27 N84-15069 DYNAMIC PROGRAMMING	Selection and med Report of echocarding
A new technique for terrain following/terrain avoidance guidance command generation p 89 N86-26325	ECONOMIC ANALYSIS
DYNAMIC RESPONSE	Air Traffic Control Economy Constraints
Correlation aspects in the identification of dynamic effects using complementary techniques flight in	(AD-A127146)
turbulence: Gust alleviation p 11 N83-30374	Productivity: The extension and use
Aspects of correlation in the identification of dynamic effects from complimentary techniques. Evolution at high	tunnel design and use ECONDANC IMPACT
angles p.11 N83-30375 Dynamic effects of controls p.118 N84-10086	Dynamic control of operation
Direct digital design via pole placement techniques	The embedded test
p 120 N84-10099 Sensitivity tests for solid propellants in Germany	postession EDITING ROUTINES (C
p 58 N85-17028	The computer aided
Transient combustion: An important consideration in deflegration-to-detonation transition p 60 N85-17037	EDUCATION
On the interface between unsteady aerodynamics, dynamics and control p 147 N86-27254	Voice technology in
Effects of serodynamic lags on aircraft responses	Aeromedical supportant and rescue operations
p 147 N86-27257 Gust alleviation on a transport airplane	EFFECTIVENESS
p 148 N96-27259 DYNAMIC STABILITY	The aerodynamics of in the context of activities
Recent developments and future directions in dynamic	
stability research at NAE, Ottawa p 35 N84-23582 Boundary-layer linear stability theory	effectiveness in wind
p 193 N84-33759	EFFICIENCY Configuration mana
Bifurcation theory applied to arcraft motions p 146 N86-27250	SUPport environment
DYMANIC STRUCTURAL ANALYSIS	EJECTION INJURIES The clinical and bo
Asroelestic analysis and the identification of flight loads Mirage 2000 aircraft p 46 N85-15679	falalities associated v
Experience with transonic unsteady aerodynamic calculations p 64 N85-25176	Working Group report [AGARD-AR-194] Introduction: The ci
Status and prospects of computational fluid dynamics	Introduction: The ci trauma and fetalities a
for unsteady transonic flow p 64 N85-25180 DYNAMIC TESTS	Critish
A dynamic approach to military avionics systems	Statistics of french 1980
Wind Tunnels and Testing Techniques	List of head/neck in
[AGARD-CP-348] p.32 N84-23564 Identification of aircraft characteristics including gust	Forces from 1972-196 A review of neck ###sociated with US N
induced dynamic effects p 148 N86-27263	associated with US N December 1979
•	A review of fatality.
E	fred/neck injury on (
E REGION	A review of fatality.
Observations of very high latitude ionospheric irregularities with the Good Bay HF rader	head and neck inju 1968-1981
p 184 N86-27553	The clinical and i
The European vestibuler expenments of the Speceleb-1	Head/neck injury
P 219 N85-31806 EARTH OBSERVATIONS (FROM SPACE)	EJECTION SEATS
Optimizing the meneuvers of an observation satellite	Personnel protects
for rapid overflight of a precise point on Earth p t40 NB4-24617	tystem deeign The chricel and bi
The spot operational remote sensing satellite system	fillation associated t

p 235 N65-20775 p 236 N65-20776 p 235 N65-20777 p 235 N65-20777 the Shuttle Imaging p 235 N65-20779

system for spacecraft p 136 NB4-24612

```
e critical and strategic materials
p 149 N84-33466
                                                                                                                                                                                                                                                                                                                                                                                                                                                                       p 95 N85-23791
                                                                                                                                                                                                                                                                                     Gear noise origins
ELASTIC PROPERTIES
                                                                                                     ne supply of strategic raw materials
ice to the aerospace manufacturing
p 149 N84-33467
                                                                                                                                                                                                                                                                                            The application of transonic unsteady methods for 
calculation of flutter arloads p 65 N85-25186 
Gust affeviation on a transport airplane
                                                                                                                                                                                                                                                                                                                                                                                                                                                                    ame
p 148 N86-27259
                                                                                                                                                                                                                                                                                    ELASTOHYDRODYNAMICS
Problems of elastic hydrodynamic lubrication of helicopter transmission gears p.94 NBS-23784
Wear reduction by lubricants in confined contacts
                                                                                                       to develop replacements for critical
s p 151 N84-33478
                                                                                                    is p 151 N84-33478
s in materials recycling by the US
p 151 N84-33480
SHUTTLE IMAGING RADAR
research using the Shuttle Imaging
p 235 N85-20779
                                                                                                                                                                                                                                                                                                                                                                                                                                                                         ned contacts
p 94 N85-23786
                                                                                                                                                                                                                                                                                     ELECTRIC DISCHARGES
                                                                                                                                                                                                                                                                                                                                                                                                         no behaviour of Kapton and other
                                                                                                                                                                                                                                                                                    Description of the property of
                                                                                                                                                                                                                                                                                                                                                                                                                                                                ace environment
p 136 N83-30467
                                                                                                       stems in the high latitude region
p 181 N86-27533
                                                                                                     actical SHF SATCOM station
p 233 N85-20759
                                                                                                                                                                                                                                                                                     heids p 160 N85-27135
ELECTRIC GENERATORS p 160 N85-27135
Super integrated power unit for highler accraft p 100 N84-12183
Implementing microprocessor technology in aucraft electrical power generating system control o 100 N84-12185
                                                                                                       rminals for land and airborne C3
p 233 N85-20760
                                                                                                    n the expert examination of flying
p 211 N84-21090
dical testing of Mirage 2000 pilots:
graphy p 226 N86-30314
                                                                                                                                                                                                                                                                                                                                                                                                                                                                    p 100 N84-12185
                                                                                                                                                                                                                                                                                     ELECTRIC POWER p 100 N84-12185
Implementing microprocessor technology in acrosti electrical power generating system control p 100 N84-12185
The 400 Hz generators evolution, effects on installation.
                                                                                                       in Face of Users' Demand and
                                                                                                    p 85 N63-22177
economic aspects of cryogenic wind
le p 133 N86-20423
                                                                                                                                                                                                                                                                                         arrangements
ELECTRIC POWER SUPPLIES
                                                                                                                                                                                                                                                                                            ELECTRIC POWERT SUFFTLANCE
Audiday Power Systems
[AGARD-CP-352] p. 96 N84-12168
Auxiliary power systems with gas burbnes
p. 98 N84-12170
Hydraufic generation of auxiliary power for the Merage
2000 arcraft p. 99 N84-12176
                                                                                                    of inbound flights for minimum cost
p 86 N83-22186
pt (BIT): Impact on the total cost of
p 47 N85-16734
COMPUTERS)
ad specification system Easy
p 5 N83-22121
                                                                                                                                                                                                                                                                                    Hydraufic generation 2000 arcraft p. 99 N94-12110
ELECTRIC PROPULSION
All-electric accessory drive systems. Implications on engine design and performance p. 100 N94-12184
ELECTRICAL HIMPEDANCE
Use of changes in electrical impedance in cardiology p. 211 N84-21094
                                                                                                    in Navy training systems
p 166 N83-34188
ort of helicopter medical evacuation
p 213 N84-26289
                                                                                                                                                                                                                                                                                       ELECTRICAL MEASUREMENT
Use of changes in electrical impedance in cardiology p 211 N84-21094
                                                                                                    of arcraft control: A general survey
we control technology
p 118 N84-10084
withods to determine control
ditunnels p 119 N84-10087
                                                                                                                                                                                                                                                                                         ELECTRICAL PROPERTIES
Frivingmental Effects on Materials for Space
                                                                                                                                                                                                                                                                                     Environmental Effects on Materials for Space Applications (ADA12947) p. 135 N83-30479 (ADA12947) p. 135 N83-30479 (ADA12947) p. 135 N83-30482 (ADA12947) p. 135 N83-30482 (ADA12947) p. 136 N83-30482 (ADA12947) p. 136 N83-30482 (ADA12947) p. 136 N83-30482 (ADA12947) p. 136 N83-27563 p. 136 N85-27563
                                                                                                                       ment and the ADA programming
p.6 N83-22131
                                                                                                       omedical evaluation of trauma and with aircrew ejection and crash. A
                                                                                                                                                                                                                                                                                    ELECTRO-OPTICS

Cathode ray lubes

p 96 N83-30417

Evaluation of nose, root, and mast mounted sensor platforms for piloting, and signifing, integrated in future cumbal heticopters

p 56 N85-16808

The cockpit of the yeer 2000. How big as tesp?

p 230 N85-19667
                                                                                                                            p 217 N85-21969
at and biomedical evaluation for
ciated with aircrew ejection and
p 217 N85-21970
nee de l'air ejections 1970
p 217 N85-21971
                                                                                                                                                                                                                                                                                                             Technical evaluation report on Avionics Panel 
pecialists' Meeting on Digital Optical Circuit
                                                                                                       njury on ejection in the German Armed
81 p 217 N85-21972
                                                                                                                                                                                                                                                                                                 Specialists' Meeting ... _____
Technology
|AGARD-AR-202|
ACT applied to helicopter flight cor
                                                                                                    881 217 M85-21976
I repay and imperied composuress.
Nery ejections: 1 January 1969 - 31
g-17 N85-2197
g-17 N85-21974
g-18 M85-21974
g-18 M85-21974
g-18 M85-21974
g-18 M85-21974
g-18 M85-21974
g-18 M85-21976
Post mortem procedures, Ames 9
g-18 M85-21976
Post mortem procedures, Ames 9
g-18 M85-21976
                                                                                                                                                                                                                                                                                                                                                                                                                                                                       p 236 N85-26367
                                                                                                                                                                                                                                                                                                                                                                                                                                                                         p 122 N85-26738
                                                                                                                                                                                                                                                                                                   Digital Optical Circuit Technology
[AGARD-CP-362]
Optical modulators and bistable dev
                                                                                                                                                                                                                                                                                                     p 236 N85-29757
gases parameters and bistable devices using motocular
gases p 237 N85-29761
Integrated electrooptical components using delectric
p 238 N85-29767
The potential of semiconductors for optical integrated
crusts potential of p 238 N85-29786
Picosecond photoconductive devices for 10 Glor/s
possecond photoconductive devices for 10 Glor/s
possecond in semiconductors of p 238 N85-29770
Electro-optic techniques for VLSI interconnect
in period.
                                                                                                                                                                                                                                                                                                                                                                                                                                                                    p 236 N65-29757
                                                                                                                                                                              ocedures, Annex B
p 218 N85-21977
                                                                                                    tion concepts for advance escape
p.229 NBS-16668
biomedical evaluation of trauma and
with arcraw ejection and ortain. A
      system deegn. The Chrical and bornadical evaluation of Statums and Intelliges associated with arcraw ejection and crisis. A Working Group report.

(AGARD-AR-1941) p. 217 N85-21999 introduction. The clinical and biomatical evaluation for training and administration of the control of the cont
                                                                                                                                                                                                                                                                                          Fi.IR. NVG and HBSS/D systems for heteopter operation.
Review p 222 N85-28714
Main electrocardographic obnormalities in the medical
searmation of fiying parameter p 210 N84-21083
Ventrocard or --acciston synthomas
                                                                                                                                                                                                                                                                                                                                                                                                                                                                       p 210 NB4-21084
p 210 NB4-21085
                                                                                                                                                                                                                                                                                                               The exercise electrocardiogram p
Continuous ECG monitoring by the Hi
                                                                                                                                                                                                                                                                                                                                                                                                                                                                          Holler method
p 210 NS4-21086
Forces from 1974-1999.

Lifectonia

New TPS collectation bench, and ejector tests — evind 
formal arbitries and powered models p 36 M84-22848 
ELASTIC BAMPINE 
STUCKING demping of composite materials for space 
Anahositoms p 136 M83-30490
                                                                                                                                                                                                                                                                                                               The Holler method in semmedical is
                                                                                                                                                                                                                                                                                                                                                                                                                                                                         p 210 NB4-21087
                                                                                                                                                                                                                                                                                                               Use of changes in electrical im-
```

ELASTIC DEFORMATION

Earth resources re-Redur system ARTH ORBITS A Mared attitude datern Automoral and control

measurement and control
Optimizing the manauvers of an observation satellite
for rapid overflight of a precise point on Earth
p 140 N84-24617

Meterials Substitution and Recycling [AGARD-CP-288] p 146 N94-33466

SOCIETINDEX		ENGINE PARTS
Continuous ECG monitoring of Mirage 2000 pilots	ELECTROMECHANICS	The embedded test (BiT): Impact on the total cost of
(companson with Mirage 3 and F1 piots) p 226 N86-30315	The 400 Hz generators evolution, effects on installation	possession p 47 N85-16734
ELECTROCHEMICAL CORROBION	arrangements p 100 N64-12186 ELECTRON BEAMS	EMERGENCIES
Theoretical aspects of corrosion and practical	Cathode ray tubes p 96 N83-30417	Aeromedical support of helicopter medical evacuation and rescue operations p 213 N84-26289
implications for aircraft and related systems p 156 N85-33240	ELECTRON DENSITY (CONCENTRATION)	Hydrazine and the F-16 p 221 N85-31826
ELECTROLUMINESCENCE	The development of an ionosphenic model thesaurus and user's guide p 161 N83-30884	EMISSION SPECTRA
Electrokuminescent displays ρ 97 N83-30421	Recent HiLat results p 181 N86-27534	Cathode ray tubes p 96 N83-30417 ENDOLYMPH
ELECTROMAGNETIC ABSORPTION	High-latitutes scintillations using NNSS satellites	An unusual toxicological property of alcohol. The density
Effects of the ionosphere on ELF signals during polar cap absorption events: Companion of theory and	p 182 N 86 -27540 Small-scale irregulanties in the high-latitude F region	effect on the organ of balance p 214 N64-33016
experiments p 186 N66-27562	D 184 NRS-27551	ENERGY DISTRIBUTION
ELECTROMAGNETIC COMPATIBILITY	On the relationship of F-region structure in the dayside auroral oval to HF backscatter signatures attributed to the	A flutter optimization program for complete aircraft structural design p 17 N84-11134
Implications of propagation uncertainties in frequency sharing analyses p 164 N83-30904	DOIST CUSD 0 184 NSS.27552	ENERGY GAPS (SOLID STATE)
Advanced Concepts for Avionics/Weapon System	Observations of the mid-latitude ionospheric trough from	Optically nonlinear and bistable behaviour of direct gap
Design, Development and Integration	Antarctics p.184 N86-27554 Formation and detection of high latitude ionospheric	semiconductors p 236 N85-29759
[AGARD-CP-343] p.21 N84-15034 Increasing significance of electromagnetic effects in	irregularities p 165 N86-27558	Optical bistability in Cd(x)Hg(1-x)Te p 236 N85-29760
modern surcraft development p 23 N84-15041	Dire t, in-situ measurements of irregularities in the	ENERGY REQUIREMENTS
Computer graphics techniques for aircraft EMC analysis and design	mer sphere (85 - 50 km) at 69 deg N (Andenes, Norway) p 185 N86-27559	Military requirements fuel economy, air traffic control, and defense budgets p 86 NB3-22181
and design p 25 N84-15055 Design and verification of electromagnetic compatibility	ELECTRON HIRADIATION	and defense budgets p 86 NB3-22181 ENGINE AIRFRAME INTEGRATION
in airborne weapons systems p 27 N84-15066	Effects of long duration exposure to simulated space environment on nonmetallic materials properties	Aeroelastic design considerations for turboprop
The Impact of Proposed Radio Frequency Radiation	p 136 NR3-39489	powerplant installations p 15 N84-11123
Standards on Military Operations	Silicon solar cell characterization at low temperatures	Engine/airframe interference p 21 N84-12085
[AGAND-LS-138] p 179 N85-27128	and low illumination as a function of particulate irradiation p 137 N83-30491	Engine-airframe interference effects p 21 N84-12086
Hazards of VLF electromagnetic fields p 180 N85-27136	The effect of combined U.V. radiation and high energy	Some considerations in propeller and airframe
ELECTROMAGNETIC INTERFERENCE	electrons on the behaviour of polymer matrix composites	integration p 73 N86-11164
Occupancy measurements across the entire HF	in hard vacuum p 137 N83-30495 ELECTRON MICROSCOPY	Problems of the integration of propellers in airframes, especially for high performance twin-engine aircraft
spectrum p 164 N83-30902 implications of propagation uncertainties in frequency	New analysis aspects of the fatique crack propagation	p 73 N86-11165
sharing analyses p 164 N83-30904	behavior by SEM in situ microscopy p 201 N85-24335	ENGINE CONTROL. Integration of Fire Control, Flight Control and Propulsion
On combating multipath effects using spread-spectrum	Recent HiLat results p 161 N86-27534	Control Systems
systems p 164 N83-30906 An update on expenence on the fly by wire Jaguar	ELECTRONIC COUNTERMEASURES	[AGARD-CP-349] p 17 N84-12056
equipped with a full-time digital flight control system	Contending with jamming in decametric waves in an adaptive system of all-directional antennas	Integration of fire, flight and propulsion control systems. An overview, retrospective and prospective
p 122 N85-26740	adaptive system or au-directional antennas p 202 N84-15653	o 17 NR4.12057
Optimisation des systems of transmission numerique transauroraux en ondes decametriques optimization of H.F.	in-flight accuracy and coverage tests of ESM- and	Application of flight controls technology to engine control
digital radio systems at high fatitudes	ECM-systems p 43 N84-34412 Simulation of the performance of adaptively controlled	systems p 18 N84-12061 The relations between the numerical control of the
p 183 N86-27547 ELECTROMAGNETIC MEASUREMENT	Navstar antennas in battlefield scenarios	engine and other aircraft functions p 18 N84-12062
A system to measure LOS atmospheric transmittance	p 176 N85-19292	Full authority digital electronic engine controls and their
at 19 GHz p 169 N84-24951	Combat capable space systems for tactical support p 235 N85-20775	integration with flight control systems in VSTOL aircraft p 18 N84-12064
A study of ULF propagation at high southern latitudes using stenes p 186 N86-27561	ELECTRONIC EQUIPMENT	The integration of flight and engine control for VSTOL
ELECTROMAGNETIC HOISE	A survey of equipment and research	BYCTART p 19 N84-12070 ENGINE DESIGN
Extraterrestrial radio noise and its effect on radar	p 166 N83-34185 Experience of one UK electronic equipment supplier with	APU operational efficiency p 99 N84-12181
performance p 204 N84-15662 ELECTROMAGNETIC PULSES	bite on engine/flight control systems over the past ten	All-electric accessory drive systems. Implications on
A study of ULF propagation at high southern latitudes	years p 48 N85-16738 ELECTRONIC EQUIPMENT TESTS	engine design and performance p 100 N84-12184
USING STORICS P 186 N86-27561 ELECTROMAGNETIC RADIATION	Avionics fault tree analyzer p 25 N84-15053	Operational and Performance Measurement on Engines in Sea Level Test Facilities
Some propagational aspects of frequency allocation and	ELECTRONIC PACKAGING	[AGARD-LS-132] p 130 N84-25723
frequency shanno p 160 N83-30875	The impact of VHPIC on avionic system architecture.	Instrumentation techniques in sea level test facilities p.131 N84-25727
The development of an ionospheric model thesaurus and user's guide p 161 N83-30884	packaging and maintainability p 193 N86-28372 ELECTRONIC WARFARE	Uninstalled aero engine testing in operation in the Royal
The Performance of Antennas in Their Operational	Electronic warfare software p.6 N83-22133	Air Force p 132 N84-25731
Environment	Simulation of the performance of adaptively controlled Navstar antennas in battlefield scenarios	Gas turbine engine design considerations as related to alloys of high critical element content
[AGARD-LS-131] p 166 N84-12367 Calculation of ground wave attenuation over irregular,	p 176 N85-19292	p 150 N84-33470
##KITTOGENEOUS, layered media using PROGRAM	An integrated approach toward recognizing, locating and	Cyclic endurance testing of the RB211-22B cast HP
WAGNER D 166 N84-12369	combating targets from a modern interceptor aircraft p 192 N86-28370	lurbine blade p.106 N85-15747 Special course on V/STOL aerodynamics: An
Numerical modeling techniques for antennas p 167 N84-12373	ELECTRONS P 102 1400-20370	assessment of European set left aircraft
Characteristics of the Lower Atmosphere influencing	The prospects of the digital optical computer	[AGARD-R-710-ADDENDUM] p 66 N85-25188 Development of modern turboprop engines
Radio Wave Propagation	P 238 N85-29771	D 74 NRS-11168
[AGARD-CP-346] p 168 N84-24943 Anomalous propagation and radar coverage through	Susceptibility of call and squirrel monkey to motion	Damage tolerance concepts for critical engine
mnomogeneous atmospheres p 172 NR4-24967	suckness induced by visual stimulation: Correlation with susceptibility to vestibular stimulation.	components p 107 N86-25361 The role of thermal and stress analyses in the application
Alf-optical logic gates with external switching by laser and incoherent radiation p 237 Nes-29766	p 215 N85-20650	of damage tolerant design p 106 N86-25366
Technical evaluation report on the	ELECTROPLETHYSMOGRAPHY	Crack growth in near-alpha titanium alloys
ElectromagneticWave Propagation Panel Symposium on	Use of changes in electrical impedance in cardiology	p 109 N86-25371 Advanced quantitative methods for nondestructive
Propagation Effects on Military Systems in the High	P 211 N84-21094 ELECTROSTATIC CHARGE	evaluation n 100 Mag. 25.376
Latitude Region (AGARD-4R-218) p 180 N86-24903	Electrostatic discharging behaviour of Kanton and other	ENGINE FAILURE
ELECTROMAGNETIC SCATTERING	dielectric materials in a simulated space environment p 136 N83-30487	Damage tolerance concepts for critical engine components p 107 N86-25361
Multifrequency scattering for target characterization and identification: A summary of recent results	ELECTROSTATIC PROBES	Damage tolerance design concepts for mistary
p 204 N84-15883	Recent Hitat results p 181 N86-27534	engines p 107 N86-25363 ENGANE INLETS
Multiple paths on the ocean surface	ELEVATION ANGLE Measurements of almospheric effects on satellite links	Helicopter air inlets. Design process, wind tunnel testing
P 205 N84-15866 ELECTROMAGNETIC SHIELDING	at very low elevation angle p 169 MRA.24048	and correlations with flight data p 13 N83-30383
A systematic characterization of the effects of	SHF/ENF ray bending p 182 Mag-27541	Experience in engine face, non-steady flow
atmospheric electricity on the operational conditions of	ELLIPTICAL CYLINDERS On the generation of vortical flow at hypersonic speeds	measurements through a side and bottom engine air inlet duct p 37 N84-23600
arcraft p 29 N64-15066 ELECTROMAGNETIC SPECTRA	Over elliptical cones p 78 N64-12114 EMBEDDED COMPUTER SYSTEMS	Theory and experimental study of a 3-D at introduced
Propagation prediction usage in automated frequency	EMBEDOED COMPUTER SYSTEMS	into the secondary flow of a turbine inlet guide vane
assignments based on coaste and remote system spectrum	The impact of standardization on avionic software p.5. N83-22122	ENGINE PARTS
sharing p 164 N63-30905 ELECTROMAGNETIC WAVE TRANSMISSION	Ada status and outlook p.5 NB3-221.3	Overview of the AGARD SMP activities on turbing engine
Homing head imperfections altering missile guidence	Operational flight program development with a higher	materials technology in the 1972 - 1982 period p 105 N85-15738
P 142 N64-31256	Order language p.5. NR3.22125	p 105 Nes-15738 Cumulative demage modeling of latigue crack growth
Design and ventication of electromagnetic competibility	Safety crisical fast-real-time systems p.6 N63-22126	p 105 NBS-15741
in airborne weepone systems p 27 N84-15086	Usebility of military standards for the maintenance of embedded computer software p 6 N83-22129	Problems and possibilities for life extension in gas turbine components p 105 N85-15742
		p 105 Ne5-15742

INE STARTERS SUBJECT

ENGINE STANTENS		SUBJECTINUEX
Disc fittigue life predictions for gas turbine engines	Effects of long duration exposure to simulated space	ESTIMATES
p 105 N85-15743	environment on nonmetallic materials properties	Overcoming unobservability in 3-axis stabilization of
Life prediction at high temperature under multisxist	p 136 N63-30489	satellites p 138 N64-24610
loading p 108 N85-15745	Structural damping of composite materials for space	ETHYL ALCOHOL
Cyclic endurance testing of the RB211-22B cast HP turbine blade p 106 N85-15747	applications p 136 N83-30490	Occupational Medicine Relevant to Aviation Medicine [AGARD-CP-341] p 213 N84-33011
Damage Tolerance Concepts for Critical Engine	Silicon solar cell characterization at low temperatures and fow illumination as a function of particulate	An unusual toxicological property of alcohol: The density
Components	erradiation p 137 Ne3-30491	effect on the organ of balance p 214 N84-33016
[AGARD-CP-393] p 107 Ne6-25360	The effect of space environment on the damping of	ETIOLOGY
Parameters that input to application of damage tolerance concepts to critical engine components	polymer matrix composite p 137 Ne3-30492	Back pain in helicopter flight operations p 213 N84-26288
p 108 N86-25364	Testing of flexible deployed solar array (L-SAT)	EULER EQUATIONS OF MOTION
Manufacturing technology for nondestructive evaluation	p 137 N83-30493	Vortex flow simulations past wings using the
(NDE) system to implement Retirement For Cause (RFC)	The MBB combined effects chamber for real time and accelerated tests under simulated space environment	Euler-equations p 78 N84-12118
procedures for gas turbine engine components	p 137 N83-30494	Numerical solutions of the Euler equations simulating vortex flows around winds n. 78 NB4-12120
p 108 N86-25368 AGARD Cooperative Test Programme on trianium alloy	The effect of combined U.V. radiation and high energy	vortex flows around wings p 78 N84-12120 Calculation of harmonic aerodynamic forces of aerotoils
engine disc material p 108 N86-25369	electrons on the behaviour of polymer matrix composites	and wings from the Euler equations p 64 N85-25177
Small defect characterization in powder metallurgy	in hard vacuum p 137 N83-30495	An elliptic calculation procedure for 3-D viscous flow
materials p 109 NB6-25373	Thermal cycling tests on materials and components for space applications p 137 N83-30496	p 196 N85-32297
Practical experience with damage tolerance based life extention of turbine engine components	ENVIRONMENTS	Calculation of 3-D flow without numerical mixing p 196 N85-32301
p 111 N86-25383	Cockpit environment p 96 N83-30416	Aerodynamics of wide-chord propellers in
ENGINE STARTERS	Development of satellite data presentation for environmental forecasting p 234 N85-20770	non-acceymmetric flow p 71 N86-11153
Hot gas APU starter for advanced aircraft applications	environmental forecasting p 234 N85-20770 EPIDEMIOLOGY	Objectives and scope of the Working Group 07
p 99 N84-12178	Back pain in helicopter flight operations	p 82 N86-15257 Formulation of the Euler boundary value problem
A jet fuel starter for lowest system life cycle cost p 99 N84-12179	p 213 N84-26288	p 82 N86-15258
Cost efficient on board power for airline operation	Review of epidemiological studies of human exposures	Numerical methods p 82 N86-15259
p 99 N84-12180	to radiofrequency radiation p 180 N65-27134 EPOXY MATRIX COMPOSITES	Exact solutions to transonic and supersonic flows
ENGINE TESTS	Characterization of cumulative damage in composites	p 83 N86-15260
Fluid dynamic aspects of turbine engine testing p 35 N84-23586	during service p 153 N84-10210	Numerical solutions for three-dimensional cases: Swept
p 35 N84-23586 The new calibration tank for engine simulators at DFVLR	An empirical appraisal of defects in composites	wings p.83 N86-15263 Concluding remarks p.83 N86-15265
Goettingen p 36 N84-23593	helicopter lail rotor blades p 153 N84-10211	Unsteady flows: Fundamentals and applications
Operation and performance measurement on engines	EQUALIZERS (CIRCUITS)	p 143 N86-27225
in sea-level test facilities: Introduction and general	Multipath outage performance of digital radio receivers using finite-tap adaptive equalizers p 170 N84-24955	EUROPE
survey p 131 N84-25724	Adaptive signal processing for radio communications	A radio interference model for western Europe
Development testing: Use of sea level test beds and rigs p 131 N84-25726	p 176 N85-19295	p 171 N84-24963
Instrumentation techniques in sea level test facilities	Time and space domain filtering for improved HF	Flight flutter testing with emphasis on the tip vane
p 131 N84-25727	communication p 177 N85-19298 EQUATIONS OF MOTION	method p 12 N83-30381
Performance derivation of turbojets and turbofans from	Extraction of aerodynamic parameters for aircraft at	Ground and inflight operational effects of APU's
tests in see-level test cells p 131 N84-25728 Testing of turboshaft engines p 131 N84-25729	extreme flight conditions	p.99 NB4-12162 The 310 airbus test in the ONERA wind tunnel
Data acquisition and processing in sea-level test beds	[NASA-TM-86730] p 236 N85-29686	Flight-wind tunnel companion p 35 N84-23587
p 132 N84-25730	Extraction of aerodynamic parameters for aircraft at	EVACUATING (TRANSPORTATION)
Uninstalled aero engine testing in operation in the Royal	extreme flight conditions p 146 N86-27248 Effects of aerodynamic lacs on aircraft responses	Aermedical Support in Military Helicopter Operations
Air Force p 132 N84-25731	p 147 N86-27257	[AGARD-LS-134] p 212 N84-26279
Engine Cyclic Durability by Analysis and Testing [AGARD-CP-368] p 104 N85-15733	EQUATORIAL ATMOSPHERE	Aeromedical support of helicopter medical evacuation and rescue operations p 213 N84-26289
Accelerated Mission Endurance Testing (AMET)	Equatorial transionospheric propagation conditions	EVALUATION
p 104 N85-15736	affecting digital communications p 173 N85-19275 EQUIPMENT SPECIFICATIONS	An analysis of ng test disc failures
Design and test requirements for development of today's	The helicopter transmission design process	p 110 N86-25381
engines p 104 N85-15737 Cyclic endurance testing of the RB211-228 cast HP	p 92 N85-23772	EVAPORATION
turbine blade p 106 N85-15747	Manufacturing considerations related to aircraft	D-19 evaluating the height of tropospheric conduction
Development of modern turboprop engines	gearboxes p 93 N85-23778	of evaporation p 171 N84-24962
p 74 N86-11168	New rotary ng at RAE and experiments on HIRM p 145 N86-27243	Stationary properties and switching characteristics of
Engine cyclic durability by analysis and testing: Highlights	ERROR ANALYSIS	despersive optical bistability in CuCl p 237 N85-29763
of the spring 1984 PEP Meeting p 107 N86-25362 Engine tests on a cooled gas turbine stage	Image generation on matrix displays	EXERCISE PHYSIOLOGY
p 113 N86-29836	p 96 N63-30418	Sustained physical activity in diverse situations:
ENGLAND	Implications of propagation uncertainties in frequency	Metabolic and hormone data p 209 N84-21077
A UK NATS view of the air traffic management	sharing analyses p 164 N63-30904 New flight deck design in the light of the operational	Sustained military operations with perticular reference to prolonged exercise p 210 N84-21081
requirements in the next decade p 85 N83-22178	capabilities p 31 N64-15097	Non-invasive methods of cardiovascular exploration in
ENTROPY	On the utilization of ionospheric diagnostics in the	agrospace medicine
Flow trajectories, mixing and entropy fluxes in a turbine cascade p 101 N84-16193	single-site location of HF emitters p 204 N64-15661	(AGARD-AG-277(E)) p 210 N84-21082
ENVIRONMENT EFFECTS	Fault tolerant spaceborne computer p 138 N84-24607	The exercise electrocardiogram p 210 N84-21085
Ground and inflight operational effects of APU's	Overcoming unobservability in 3-axis stabilization of	EXHAUST NOZZLES
p 99 N84-12182	satelites p 136 N84-24610	Propulsion and energetics panel working group 14 on
Scale modelling and full scale measurement techniques	Data stimulated on-line-checking (IROLD)	suitable averaging techniques in nonuniform internal flows
with perticular reference to antennas in their operational environments p 166 N84-12368	p 50 N85-16754	[AGARD-AR-182(ENG.)] p 98 N83-34953
ENVIRONMENT SMIULATION	i.aser gyroscope random walk determination using a fast filtering technique p 67 N85-26647	Propulsion and Energetics Panel Working Group 14 on
Weather hazard simulation in the Modane	ERROR CORRECTING CODES	suitable averaging techniques in non-uniform internal
wind-tunnels	Software fault tolerance for real-time avionics systems	flows
[NASA-TM-77069] p 130 N83-30436	p 6 N83-22132	[AD-A133968] p 107 N86-24692
Simulation of the acoustic environment of a launcher	Error correction coding for a self-adaptive modern	EXCEICLOGY Sensitivity of human lymphocytes to microgravity
and of the noise-induced vibrations on its structures	Theoretical and experimental results p 176 N85-19303	in-vitro p 221 N65-31820
p 136 N83-30486 ENVIRONMENTAL MONITORING	ERROR DETECTION CODES	Biostack expenments on STS-flights and the impact for
Environmental factors in corrosion and detenoration of	Automatic error detection and recovery techniques in	man in space p 221 N85-31821
materials p 157 N85-33241	onboard intelligent units for space and avionic	EXPERIMENT DESIGN
ENVIRONMENTAL TESTS	application p 50 N85-16756	A comparative study in the arimul of the toxicity of the
Environmental Effects on Materials for Space	Incident reporting: Its role in aviation safety and the	combustion products of diverse materials o 213 N64-33015
Applications [AD-A129847] p 135 N83-30479	acquisition of human error data p 29 N84-15081	P 213 1664-33015
The effect of space environment on the thermal	Two types of errors made in prediction wave attenuation	Applications of expert systems p 198 N66-19834
distortion of polymer metric composites	by rain p 168 N64-24345	Applying Al to the diagnosis of complex system
p 135 N63-30484	High securacy Doppler navigation employing optimum integrated position for information p. 55 N85-16803	failures p 198 N86-19635
Space environmental effects on materials	integrated position for information p 55 N85-18803 ERS-1 (ESA SATELLITE)	EXPLOSIONS
p 136 N83-30485	The European Space Agency's Earth observation	Panguin warhead safety tests p 59 N65-17031
Electrostatic decharging behaviour of Kapton and other	satelite programmes p 202 N84-15847	The vulnerability of cast double base rocket motors to thermomechanical attack p 59 N85-17033
dislectric materials in a simulated space environment 9 136 N63-30487	The ESA remote sensing satellite system (ERS-1) p. 235 N69-20777	Baltistic/detonic transition of propellents
Candidate materials for pretensioned membranes of	ESCAPE SYSTEMS	p 60 N85-17041
fibre composite materials for space application	Personnel protection concepts for advance escape	Hazard assessment of a hypothetical large rocket
ρ 136 NB3-30468	system deeign p 229 N65-19658	motor p 60 N65-17042

EXPLOSIVES	F	FADING
Sensitiveness and explosiveness assessment at Perme	•	Overshoot interference on microwave radio links due
Waitham Abbey p 58 N85-17029	F REGION	to the co-existence of multipath fading and trans-horizon
Numerical simulation of the shock detonation transition p.60 N85-17039	F-region variability and HF-propagation p 203 N84-15658	propagation p 162 N83-30892 Propagation influences on the performance of a radical
TANSAGON D 60 N85-17039	Recent HiLat results p 181 N86-27534	Propagation influences on the performance of a reduced bandwidth quadrature phase shift keyed digital radio
Visual function and the definition of thresholds for	F layer irregularities at plasmapause and auroral	system p 173 N65-19274
exposure to laser radiation p 214 N84-33019	latitudes p 181 N86-27537	Equatorial transionospheric propagation conditions
XTERNAL STORE SEPARATION	High-latitulide scintillations using NNSS satellites p 182 N86-27540	affecting digital communications p 173 N85-19275
A theoretical/experimental technique to evaluate store separation characteristics p 13 N83-30382	Spectral characteristics of high frequency waves	FAIL-SAFE SYSTEMS
Navy's advanced aircraft armament system program	backscattered by small scale F region irregularities	Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 128 N85-27909
concept objectives p 23 N84-15045	Evidence of strong sub-auroral ion flow	FAILURE ANALYSIS
Recent developments in store separation and grid survey	p 184 N86-27550	Analytic redundance management for flight control
techniques using the ARA Two-Sting Rig	Small-scale rregularities in the high-latitude F region p 184 N86-27551	sensors p 14 N83-34900
p 36 N84-23595	On the relationship of F-region structure in the dayside	Tornado autopilot measures to ensure survivability after
A self-contained captive trajectory system for a blowdown wind tunnel p 36 N84-23596	auroral oval to HF backscatter signatures attributed to the	failures p 30 N84-15094 Built-in-test for first line testing p 48 N85-16739
blowdown wind tunnel p 36 N84-23596 The accelerated light model technique of store	polar cusp p 184 N86-27552 Observations of very high latitude ionospheric	Automatic error detection and recovery techniques in
separation as developed and used at British Aerospace.	irregularities with the Good Bay HF radar	onboard intelligent units for space and avionic
Brough p 37 N84-23597	p 184 N86-27553	application p 50 N85-16756 Ballistic/detonic transition of propellants
EXTERNAL STORES	The variability and predictability of the main F-region	p 60 N85-17041
Recent Transonic Flutter investigation for Wings and External Stores	trough determined using digital ionospheric sounder data p 185 N86-27555	Load capacity of cages of roller bearings for planet
IAD-A128162 p.117 N83-22215	F-104 AIRCRAFT	wheels p 92 N85-23775
A Canadian approach to flutter clearance for external	Flight test experience with a digital integrated guidance	Condition monitoring of helicopter gearboxes using
stores p 117 N83-22216	and control system in a CCV fighter aircraft	automatic vibration analysis techniques p 95 N85-23790
Correlation problems between flutter flight test data and	p 3 N83-22110 Testing of the digital flight control system of the German	The observation and interpretation of gear tooth
ground tests/calculation results for a variable sweep wing	CCV lighter experimental aircraft p 63 NB5-22361	failures p 95 N85-23792
arcraft p 12 N83-30379 A theoretical/experimental technique to evaluate store	F-111 AIRCRAFT	How to handle failures in advanced flight control systems
separation characteristics p 13 N83-30382	Advanced design and performance optimization	of future transport aircraft p 123 NB5-26752 ACT applied to helicopter flight control
Influence of main design parameters on flutter behaviour	techniques utilized to develop the F-111 Weapons/Navigation Computer (WNC)	p 125 N85-27891
for aircraft configurations with heavy concentrated	p 2 N83-22103	Redundancy management of sychronous and
masses p 15 N84-11122	Automatic flight control modes for the AFTI/F-111	asynchronous systems p 129 N86-20402
Fast flutter clearance by parameter variation p. 17 N84-11135	mission adaptive wing aircraft p 124 N85-26756	Engine cyclic durability by analysis and testing. Highlights of the spring 1984 PEP Meeting. p. 107. N86-25362
External stores interference p 21 N84-12083	Automatic flight control modes for the AFTI/F-111	Statistical analysis of spin pit failure data to predict
Determination of external store drag	mission adaptive wing aircraft p 128 N85-27909	inservice B.1 lives of gas turbine disks
D 41 NB4-34397	F-14 AIRCRAFT	p 110 N86-25377
Flight test techniques used for proof of structural integrity of Tornado when carrying external stores	Visual capabilities related to fighter aircrew performance in the F-14 and adversary aircraft p 227 N86-30320	Contribution of turbine blade service failures to a damage tolerance approach p 110 N86-25382
p 43 N84-34413	F-15 AIRCRAFT	lolerance approach p 110 N86-25382 FAILURE MODES
EXTRATERRESTRIAL RADIATION	The development of an airborne instrumentation	The engineering significance of defects in composite
Extraterrestrial radio noise and its effect on radar	computer system for flight test p 44 N84-34421	structures p 155 N84-10222
performance p 204 N84-15662 EXTREMELY HIGH FREQUENCIES	The F-15 flight loads tracking program p 45 N85-15666	FANS
A predictor model for EHF communication satellite	p 45 N85-15666 Recent developments in rotary-balance testing of fighter	End-wall boundary layer measurements in a two-stage fan p 103 N84-16208
system availabilities in the presence of rain	aircraft configurations at NASA Ames Research Center	FAR FIELDS
p 163 N63-30896	p 145 N86-27242	The effect of wing tip devices on the far-field wake o
EHF air-to-air communications p 173 N85-19273 EHF MILSATCOM systems for factical users	F-16 AIRCRAFT	a Pans Aircraft p.80 N84-12131
p 232 N85-20755	F-16 Penguin anti-ship missile integration p 18 N84-12059	Transonic wing and far field test data on a high aspec ratio transport wing for three dimensional computational
Tactical military communications by satellite relay at high	System architecture: Key to future avionics	method evaluation p 81 N85-10021
latitudes p 232 N85-20756	capabilities p 22 N84-15035	FARADAY EFFECT
E.H.F propagation measurements along satellite Earth paths in the Canadian High Arctic p 182 N86-27542	Handling of hydrazine in the Royal Danish Air Force	Variability of transionospheric signal time delay at high
EXTREMELY LOW FREQUENCIES	p 213 N84-33014	latitudes near solar minimum p 181 N86-27534 FASTENERS
Effects of the ionosphere on ELF signals during polar	Flight testing a digital flight control system: Issues and	Design and construction of models for the Nationa
cap absorption events: Comparison of theory and	results p 42 N84-34403 F-16 force management vesterday today and	Transonic Facility, part 2 p 133 N86-20420
experiments p 186 N86-27562 EXTREMELY LOW RADIO FREQUENCIES	F-16 force management, yesterday, today and tomorrow p.46 N85-15674	Fatigue rated fastener systems [AGARD-R-721] p 198 N86-24994
A study of ULF propagation at high southern latitudes	implications of puldance and control technology on	[AGARD-R-721] p 198 N86-24994 FASTING
using stencs p 186 N86-27561	human factors considerations p 228 N85-19656	Sustained physical activity in diverse situations
EYE (ANATOMY)	Dynamic wind-tunnel testing of active controls by the	Metabolic and hormone data p 209 N84-2107
Occupational Medicine Relevant to Aviation Medicine [AGARD-CP-341] p 213 N84-33011	NASA Langley Research Center p 61 N85-22353	FATIGUE (MATERIALS)
Visual function and the definition of thresholds for	Application of AFTI/F-16 task-tailored control modes in	Growth of delaminations under fatigue loading p 153 N84-1020
exposure to laser radiation p 214 N84-33019	advanced multirole fighters p 125 N85-27888	Hekcopter fatigue design guide
EYE MOVEMENTS	Selection procedures for F-16 pilots in the Belgian Air Force p 221 N85-31822	AD-A1389631 p 90 N84-2051
Vestibular and oculomotor function during Gz variations p.215 NR5-20645	Systematic radiographic examination of the spine for	Corrosion research in support of Canadian force
variations p.215 N85-20645 Prediction of seasickness susceptibility	selection of F-16 pilots: A preliminary report	arcraft p 39 N84-25622 Operational Losos Data
p 215 N85-20647	p 227 N86-30323	AGARD-CP-375 Data D44 N85-1566
EYE PROTECTION	Treadmill spiroergometry in the selection and screening	Operational loads measurement. A philosophy and it
Visual Protection and Enhancement	of high-performance combat aircraft pilots in the Belgan Air Force p 228 N86-30325	implementation p 44 N85-1566
[AGARD-CP-379] p 222 N86-26802 Dynamic behaviour of sphenical and authencal contact	F-17 AIRCRAFT	The F-15 flight loads tracking program
lenses exposed to + Gz-acceleration forces	Dynamic wind-turinel testing of active controls by the	p 45 N85-1566 Structural load measurements on a Northrop NF-SA
p 224 N86-26816	NASA Langley Research Center p 61 N85-22353	p 45 N85-1566
Effects of broad-banded eye protection on dark	F-18 AIRCRAFT	Operational loads data evaluation for individual aircraft
adeptation p 224 N86-26817 Eye protection against intense light sources	F/A-18 software development: A case study p 8 N83-22145	fatigue monitoring p 45 NB5-15689
cye protection against mense signt sources o 224 N86-26818	p 8 N83-22145 Advanced F/A-18 avionics p 24 N84-15048	In-flight evalution of LCF life consumption of critical roto components subjected to high transient thermal stress
Calculations on technical requirements for projection	The F-18: A new era for human factors	p 104 N85-1573
devices against a nuclear light flash	p 231 N85-19671	Monitoring engine thermal stresses
p 224 N96-26819	FABRICATION	p 104 N85-1573
German development of a LC-flashblindness device p 224 N86-26820	The influence of fabrication flows on the static and	Mechanical aspects of high temperature coatings
The application of diffraction optics techniques to leser	dynamic behavior of structures made of carbon-resin	p 106 N85-1574 Load capacity of cages of roller bearings for plane
eye protection p 224 N86-26821	composites p 154 N84-10215	Load capacity of cages of roller bearings for plane wheels p 92 N85-2377
Fovesi flashes and human performance	Materials and techniques for model construction p 133 N86-20418	Fatigue Crack Topography
p 224 N66-26822	FABRY-PEROT INTERFEROMETERS	[AGARD-CP-378] p 199 N85-2432
Permanent visual change associated with punctate foveal lesions p 225 N86-26823	Optically bretable devices using InSb	Essential features in fatigue fractures and remarkable phenomena in fatigue crack growth p 199 N85-2432
EVEPIECES	p 236 N85-29758	Fatigue fracture topography p 199 N85-2432;
New glasses for presbyopic pilots	Optical bistability in Cd(x)Hg(1-x)Te	Generation of marker lines by means of marker loads
p 223 N66-26814 Contact lenses for pilots and aircraw in the services	p 236 Ne5-29760	p 200 N85-2432
Contact lenses for pilots and aircrew in the services	Optical modulators and bistable devices using molecular	Generation of marker lines on fatigue fracture
p 223 Nee-26615	genes p 237 N85-29761	surfaces p 200 N85-24321

Pendic loading sequences for the systematic marking	
	Redun
Penodic loading sequences for the systematic marking of fetigue crack tracture surfaces p 200 N85-24329	asynchro
Modifications of flight by flight load sequences to provide for good fracture surface readability p 200 N85-24330	Softwa
Penodic loading sequences for the systematic marking of feligue crack tracture surfaces p 200 N85-24329 Modifications of flight by flight load sequences to provide for good fracture surface readability p 200 N85-24330	
AGARD Corrosion Handbook, Volume 1: Corrosion.	Can de
causes and case histories [AGARD-AG-278-VOL-1] p 157 N86-16374	Depare
[AGARD-AG-278-VOL-1] p 157 N86-16374 Fatigue rated fasterier systems	
Faligue rated fastener systems [AGARD-R-721] p 196 N86-24994	Multi-o
Personation that you't to confication of demand triangular	
Parameters that input to application of demage tolerance concepts to critical engine components	Design
concepts to create argine components p 108 N96-25364 Advanced experimental methods for monitoring the behavior of small creats p 109 N86-25374	
Advanced experimental methods for montoning the	Digital (AFWAL-
behavior of small cracks p 109 N86-25374 FATIGUE LIFE	[AFWAL
FATIGUE LIFE	Design
Fracture mechanics and fatigue criteria in material	
selection for space applications Spacetab structures	The us
p 135 N83-30480	integrate:
Characterization of cumulative demade in composites	avarabili
during section p. 152 NR4 10210	A distri
Computation of influence of defects on static and februe	attributes FAULT TR
strength of composites p 154 N84-10217 The engineering significance of defects in composite structures p 155 N84-10222	Avionic
The engineering significance of defects in composite	Avionic
structures p 155 N64-10222	future air
Operational loads measurement: A philosophy and its	FEEDBACI
implementation p 44 N85-15665	Flight
The F-15 flight loads tracking program	observen
p 45 N85-15666	On vali
Navy operational loads data sources and systems p 45 N85-15668	in realtim
	Develo
structural integrity on the source are called the structural integrity p. 45. M65-15670 Advanced fatigue monitoring on service aircraft p. 45. M85-15671	awcraft fi
Artenced feture montones on sensor several	NASA
p 45 N85-15671	F-8C digi
Flight parameters recording for structure fatigue life monitoring p.47 N85-15882	F-8C digi
mondonno o 47 NB5-15682	and cont
Disc fatigue life predictions for gas furbine engines p 105 N85-15743	
p 105 N85-15743	Funda
Experiences with the material bevayour and high temperature low cycle fatigue life prediction of the IN 738	_
temperature low cycle fatigue tile prediction of the IN 738	Perfor
Nading allow n 106 M85,15746	systems
	Direct
of the spring 1984 PEP Meeting p 107 N86-25362	Charac
Small defect characterization in powder metallurgy	
materials p 109 N86-25373	control p
Contribution of turbine blade service failures to a damage	Some systems
Engine Cyclic durability by analysis and testing, Highlights of the spring 1984 PEP Medenting 107 M86-25362 Small defect characterization in powder metallurgy materials p. 109 M66-25373 Combitution of turbine blade service fatures to a dismage tolerance approach p. 110 M86-25382 FATIGUE TESTS	Autopi
FAIRIUE (EQ15	and hou
Growth of detarminations under fatigue loading	Teetro
p 153 N84-10208	CCV figh
Experimental investigation of delarimations in carbon fibre composite p 153 N84-10209	Flight
fibre composite p 153 N84-10209	flight cor OLGA
Characterization of cumulative damage in composites during service p 153 N64-10210	OLGA
Correction between nondestructive inspection results	_
and performance of graphite/epoxy structural parts	Roboti
p 153 N84-10212	
Behavior of idealized discontinuities and impact	Senso
damages in CFRP under fatigue loading	
p 154 NB4-10214	FIBER CO
	Candi
Effect of detects on arcraft composts structures	
Effect of delects on arcraft composite structures	hibre con
Effect of delects on arcraft composite structures p 155 N84-10221	
Effect of detects on aircraft composite structures p. 155 N84-10221 Advanced fatigue monitoring on service aircraft p. 45 N85-15671	Structi
Effect of detects on aircraft composite structures p. 155 N84-10221 Advanced fatigue monitoring on service aircraft p. 45 N85-15671 Design and test requirements for development of the fatigue.	Structi
Effect of detects on aircraft composite structures p. 155 N84-10221 Advanced fatigue monitoring on service aircraft p. 45 N85-15671 Design and test requirements for development of the fatigue.	Structi
Effect of detects on aircraft composite structures p. 155 N84-10221 Advanced fatigue monitoring on service aircraft p. 45 N85-15671 Design and test requirements for development of the fatigue.	Structi application Basic of FIRER OF
Effect of detects on aercalf composite structures p. 155: M84-10221 Advanced fatigue monitioning on service aercalf p. 45: M85-15671 Design and leaf requirements for development of today's engines p. 104: M85-15737 Inconel 718 alloy resistance to crack propagation p. 105: M85-15740	Structi application Basic of FIBER OF
Effect of detects on arcraft composite structures p 155 M84-10221 Advanced fatigue monitoring on service arcraft p 45 M85-15671 Design and leaf requirements for development of fooley's engines inconer 718 alloy resistance to crack propagation p 105 M85-15740 Engine cyclic durabety by analysis and material	Structi application Basic FIBER OF Advanti
Effect of detects on aercalt composite structures p. 155: M84-10221 Advanced fatigue monitoring on service servaria p. 45 - M85-15671 Oesign and leaf requirements for development of today's engines p. 104 - M85-15737 Inconel 718 alloy resistance to crack propagation p. 105 - M85-15740 Engine cyclic durability by analysis and material sestion.	Structi application Basic FIBER OF Advanti
Effect of detects on aercaft composite structures p 155 M84-10221 Advanced tatgue monitioning on service servaria p 45 M85-15671 Design and less requirements for development of today's engines p 104 M85-1573 income 718 alloy reestance to crack propagation 57740 Engine cyclic durablely by an existing 106 M85-15740 Engine cyclic durablely by an existing 106 M85-15744 Two repents cause of market load anoticestons on	Structi application Basic of FIBER OF Advan Helico Support AGARO
Effect of detects on aercaft composite structures p 155 M84-10221 Advanced tatgue monitioning on service servaria p 45 M85-15671 Design and less requirements for development of today's engines p 104 M85-1573 income 718 alloy reestance to crack propagation 57740 Engine cyclic durablely by an existing 106 M85-15740 Engine cyclic durablely by an existing 106 M85-15744 Two repents cause of market load anoticestons on	Structi application Basic of FIBER OPT Advan Helico Support AGARO FIBER ME
Effect of detects on aercaft composite structures p 155 M84-10221 Advanced tatgue monitioning on service secretary p 15 M84-10221 Advanced tatgue monitioning on service secretary p 15 M85-15671 Design and lest requirements for development of today's engines p 10 M85-15740 M85-15730 Income 718 alloy reestance to crack propagation 5 M85-15740 Engine cyclic durability by analysis and material setting cyclic durability by analysis and material setting. The monent cases of market load applications on cargof lightner servant telepositions from cargof lightner servant telepositions from cargof lightner servant telepositions on cargof lightner servant telepositions on market lightners by means of market loads.	Structi application Basic of FIBER OF Advan Helico Support AGARO
Effect of detects on aercalt composite structures p 155 M84-10221 Advanced fatigue monitoring on service aercalt p 45 M85-15671 Design and lest requirements for development of today's engines p 104 M85-15737 Inconel 718 alloy reestance to crack propagation p 105 M85-15740 Engine cyclic durability by analysis and material testing p 105 M85-15740 Two recent cases of marker load applications on cargo/fighter aercalt fatigue tests p 20 M85-24325 Generation of marker lense by means of marker loads p 200 M85-24325	Structi applicate Basic : FIBER OF Advan Helico Support AGARD FIBER ME!
Effect of detects on aercalt composite structures p 155 M84-10221 Advanced fatigue monitoring on service aercalt p 45 M85-15671 Design and lest requirements for development of today's engines p 104 M85-15737 Inconel 718 alloy reestance to crack propagation p 105 M85-15740 Engine cyclic durability by analysis and material testing p 105 M85-15740 Two recent cases of marker load applications on cargo/fighter aercalt fatigue tests p 20 M85-24325 Generation of marker lense by means of marker loads p 200 M85-24325	Struct applicable Basic Basic FIBER OF Advan Heleco Support AGARD FIBER ME! Monito Expen
Effect of detects on aerotal composite structures p 155 M84-10221 Advanced fatigue monitoring on service servaria p 45 M85-15671 Design and leaf requirements for development of today's engines p 104 M85-15737 Inconel 718 alloy reastance to crack propagation p 105 M85-15740 Engine cyclic durability by analysis and material testing p 106 M85-15744 Two recent cases of marker load applications on cargo/fighter aerotal telegial celts p 200 M85-24232 Generation of marker lines by means of marker loads p 200 M85-24237 Fatigue raited feathers systems 1 Celt M845-24034 Fatigue raited feathers systems 1 Celt M845-24034	Struct application Basic in Basic in FINER OF Advan Helico Support ACARD Montic Expen Hore con
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Effect of detects on aercalt composite structures p. 155: M84-10221 Advanced tatgue monitoring in service servaria p. 45 - M85-15671 Design and lesi requirements for development of today's engines p. 104 - M85-15737 income 7.18 alloy resistance to crack propagation Engine cyclic durability by analyses and material testing p. 106 - M85-15740 Two recent cases of many p. 106 - M85-15740 Two recent cases of many p. 106 - M85-15740 Two recent cases of many p. 200 - M85-24327 Fatigue retaid flatener systems (ACARD R-721) Fatigue retaid flatener systems (ACARD R-721)	Struct application Basic Communication FIBER OF Advan Helico Support ACARD FIBER REI Monto Expen Nove con An en helicoptet FIBER STI
Effect of detects on aercalt composite structures p. 155: M84-10221 Advanced tatgue monitoring inservice servaria p. 45 M85-15671 Design and lesi requirements for development of today's engines p. 104. M85-15737 Income 7.18 alloy resistance to crack propagation Engine cyclic durability by analyses and material testing p. 106. M85-15740 Two recent cases of marker load applications on cargo/fighter larcalt fieldput tests p. 206. M85-25725 Generation of marker loads applications on cargo/fighter larcalt fieldput tests p. 206. M85-24295 Fatigut craded fastener systems (ACARD R-721) FAULT TOLIRAMCE Software fault tolerance for real time evoruces systems 1,06. M83-27215	Struct application Basic Communication FIBER OF Advan Helico Support ACARD FIBER REI Monto Expen Nove con An en helicoptet FIBER STI
Effect of detects on aercalt composite structures p. 155: M84-10221 Advanced tatgue monitoring inservice servaria p. 45 M85-15671 Design and lesi requirements for development of today's engines p. 104. M85-15737 Income 7.18 alloy resistance to crack propagation Engine cyclic durability by analyses and material testing p. 106. M85-15740 Two recent cases of marker load applications on cargo/fighter larcalt fieldput tests p. 206. M85-25725 Generation of marker loads applications on cargo/fighter larcalt fieldput tests p. 206. M85-24295 Fatigut craded fastener systems (ACARD R-721) FAULT TOLIRAMCE Software fault tolerance for real time evoruces systems 1,06. M83-27215	Struch application Basic: FIBER OF FIBER OF FIBER OF I AGARD FIBER NE Monic Monic FIBER STI Design for asted
Effect of detects on aerotalt composite structures p 155 M84-10221 Advanced fatigue monitoring on service secretal p 45 M85-15671 Design and lest requirements for development of today's engines p 104 M85-15737 Inconel 718 alloy resistance to crack propagation p 105 M85-15740 Engine cyclic durability by analysis and material testing p 105 M85-15740 Two recent cases of marker load applications on cargo/fighter aerotal fistigue tests p 200 M85-24259 Generation of marker lines by means of marker loads p 200 M85-24257 Fabigue reled fastismer systems (AGARPA 7-721) p 196 M85-24994 FABILT TOLERANCE Software laut tolerance for real-time evonuca systems p 9 M83-22132 Towards the functional parterioring of highly integrated fault tolerant evones signal processors p 24 M84 15047	Struch applicable Basic: FISER OF Advan Helico Support AGARD FISER RE: Montic Expen An en helicopti FISER ST: Design for satell FIELD EFF
Effect of detects on aerotalt composite structures p 155 M84-10221 Advanced fatigue monitoring on service secretal p 45 M85-15671 Design and lest requirements for development of today's engines p 104 M85-15737 Inconel 718 alloy resistance to crack propagation p 105 M85-15740 Engine cyclic durability by analysis and material testing p 105 M85-15740 Two recent cases of marker load applications on cargo/fighter aerotal fistigue tests p 200 M85-24259 Generation of marker lines by means of marker loads p 200 M85-24257 Fabigue reled fastismer systems (AGARPA 7-721) p 196 M85-24994 FABILT TOLERANCE Software laut tolerance for real-time evonuca systems p 9 M83-22132 Towards the functional parterioring of highly integrated fault tolerant evones signal processors p 24 M84 15047	Struch application Basic: FIBER OF FIBER OF FIBER OF I AGARD FIBER NE Monic Monic FIBER STI Design for asted
Effect of detects on aerotalt composite structures p 155 M84-10221 Advanced fatigue monitoring on service secretal p 45 M85-15671 Design and lest requirements for development of today's engines p 104 M85-15737 Inconel 718 alloy resistance to crack propagation p 105 M85-15740 Engine cyclic durability by analysis and material testing p 105 M85-15740 Two recent cases of marker load applications on cargo/fighter aerotal fistigue tests p 200 M85-24259 Generation of marker lines by means of marker loads p 200 M85-24257 Fabigue reled fastismer systems (AGARPA 7-721) p 196 M85-24994 FABILT TOLERANCE Software laut tolerance for real-time evonuca systems p 9 M83-22132 Towards the functional parterioring of highly integrated fault tolerant evones signal processors p 24 M84 15047	Siruchi applicable Basic in FIRER OFF Advan Helsco Support I/AGARD FIRER STI Montic Expern Horizopt An en Helscopt FIRER STI Design FIRER STI Design FIELD BEFI A Gal
Effect of detects on aercalt composite structures p 155 M84-10221 Advanced fatigue monitioning on service secretic p 45 M85-15671 Design and lest requirements for development of fodey's engines p 104 M85-15737 Income 718 alloy resistance to crack propagation Engine cyclic durablety by analyses and maternal testing p 106 M85-15740 Two recent cases of marker load applications on cargo/fighter secraft latigue tests p 200 M85-24325 Generation of marker load asphications on cargo/fighter secraft latigue tests p 200 M85-24325 Generation of marker loads p 108 M85-24934 FAMILT TOLERABCE Software fault loterance for real fame evonice systems p 8 M83-22132 Towards the functional partitioning of highly inlegisted fault loterant evonice signal processors Semulation requirements to support the development of a fault loterant evonice system p 27 M84-15072 Software leads of contractions on p 27 M84-15072 Software leading of contractions on p 20 M84-15072 Software leading of contractions on p 20 M84-15072 Software leading of contractions on p 20 M84-15072	Structure applicable Sassic FREER OF Advan Heleco Support I AGARD FREER WELL Monte Company of the Company of th
Effect of detects on aerotal composite structures p 155 M84-10221 Advanced fatigue monitoring on service secretic p. 45 M85-15671 Design and lest requirements for development of today's engines p 104 M85-15737 Inconel 718 alloy resistance to crack propagation p 105 M85-15740 Engine cyclic durability by analysis and material testing p 106 M85-15740 Two recent cases of marker load applications on cargo/fighter aerotal fatigue tests p 200 M85-24327 Fatigue relied fastiener systems (AGARD-R-721) FAULT TOLERANCE Softwere lest for the control of	Structure applicable Sassic FREER OF Advan Heleco Support I AGARD FREER WELL Monte Company of the Company of th
Effect of detects on aercalt composite structures. Advanced tatgue monitoring on service secret. Advanced tatgue monitoring on service secret. P 55 M84-10221 Advanced tatgue monitoring on service secret. P 50 M85-15671 Design and lest requirements for development of today's engines. P 104 M85-15737 Income 718 alloy resistance to crack propagation. Engine cyclic durablety by analyses and maternal testing. P 106 M85-15740 Two recent cases of marker load applications on cargo/fighter secraft tatgue tests. P 200 M85-24325 Generation of marker loads applications on cargo/fighter secraft tatgue tests. P 200 M85-24325 Generation of marker loads applications on cargo/fighter secraft tatgue tests. P 200 M85-24325 Fatigue read fastener systoms (AGARD R 721) FAULT TOLERABCE Software fault toterance for read testing on testing on the development of a fault toterant evonucs signal processors. D 24 M84-15072 Semulation requirements to support the development of a fault toterant evonuc system. D 28 M84-15072 Software testing of sethery cricial systems. D 28 M84-15072	Structure application of the structure o
Effect of detects on aercalt composite structures. Advanced tatigue monitioning on somice sercalt. p. 45 h M84-10221 Advanced tatigue monitioning on somice sercalt. p. 45 h M85-15671 Design and lest requirements for development of today's engines. p. 10 h M85-15737 Incomel 718 alloy resistance to crack propagation. 197-40 Engine cyclic durability by aerystemic aero material testing. 1 for mocent cases of marker load applications on cargo/lighter sercalt tatigue tests. 2 for M85-15744 Two mocent cases of marker loads applications on cargo/lighter sercalt tatigue tests. 2 for M85-24327 Fatigue relied fasteries systems. [AGARD-R-721] Fatigue relied fasteries systems. [AGARD-R-721] Software lauti tolerance for real time evonics systems. p. 6 M83-22132 Towards the functional partitioning of highly integrated taust tolerant evonics signal processors. p. 24 M84-1547. Semulation requirements to support the development of a fault floreart evonics signal processors. 5 oftware testing of safety critical systems. p. 28 M84-15073 Fault folerant spacesborne compute.	Structure applicable Sassic FREER OF Advan Heleco Support I AGARD FREER WELL Monte Company of the Company of th
Effect of detects on aercalt composite structures. p. 155: M84-10221 Advanced fatigue monitoring on service secretifications. p. 455: M85-15671 Design and lest requirements for development of today's engines. p. 104: M85-15737 Income 7.18 alloy reestance to crack propagation. Engine cyclic durablety by analyses and maternal testing. p. 106: M85-15740 Engine cyclic durablety by analyses and maternal testing. p. 106: M85-15747 Two recent cases of marker load applications on cargo/fighter secralt testing p. 106: M85-15740 Generation of marker kness by means of marker loads. p. 200: M85-24292 Generation of marker kness by means of marker loads. p. 200: M85-242934 FAMILT TOLERABCE. Software fault toterance for real time enonics systems. p. 848-22222 Towards the functional partitioning of grifty relegieted. fault toterant enonics signal processors: p. 24: M84-15072 Software testing of setterly cricial systems. p. 28: M84-15072 Software testing of setterly cricial systems. p. 28: M84-15072 Fault fothered speciationne computer. p. 28: M84-15073 Fault fothered speciationne operations.	Structure application of the structure o
Effect of detects on aercalt composite structures. Advanced tatigue monitioning on somice sercalt. Pub. N84-10221 Advanced tatigue monitioning on somice sercalt. Pub. N85-15671 Design and lest requirements for development of today's engines. Pub. N85-15730 Engine cyclic durability by analysis and material stephine cyclic durability by analysis and material stephine. Two incomit cases of market load applications on cargot highter sercalt tatigue tests. Pub. 100-100-100-100-100-100-100-100-100-100	Structure applicable gase: FREER OFF Advan- Helco Support AGARC FREER ST. Monto: Expert Monto: An en helcoge grow asset PRELID OFF FREE A Ga/ Rept ten helcoge grow asset PRELID OFF F 16 a Ga/ Hight ten helcoge grow asset PRELID OFF F 18 a Ga/ PRELID OFF F 18 a Ga/ Hight ten helcoge grow asset PRELID OFF F 18 a Ga/ Hight ten helcoge grow asset PRELID OFF F 18 a Ga/ High ten helcoge grow asset PRELID OFF F 18 a Ga/ H
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Effect of detects on aercalt composite structures. Advanced tatigue monitioning on somice sercalt. Pub. N84-10221 Advanced tatigue monitioning on somice sercalt. Pub. N85-15671 Design and lest requirements for development of today's engines. Pub. N85-15737 Incomel 718 alloy reestance to crack propagation. N85-15740 Engine cyclic durability by analysis and material steining. Teo recent cases of market load applications on cargot highter sercalt tatigue tests. Pub. N85-15740 Generation of market inner by means of market loads. Generation of market inner by means of market loads. Pub. N85-24327 Fault, TOLERABOCE Software laut locerance for real time evonices systems. Pub. N85-2713 Toverds the functional participancy of highly integrated taut toterant evonices signal processors. Semilation requirements to support the development of a fault foterant evonice signal processors. Software testing of setting cricial systems. Pub. N84-15072 Software testing of setting cricial systems. Pub. N84-15073 Software testing of setting cricial systems. Pub. N84-15073 Software testing of setting cricial systems. Pub. N84-15073 Fault toterant exposition computer. Pub. N84-15073 Fault toterant exposition computer. Pub. N84-15073 Fault toterant exposition computer. Pub. N84-16074 N81LAB A laboratory for Right Crucial electronics bystem research.	Struch applicable Baser FRER OF REF REF REF REF REF REF REF REF REF RE
Effect of detects on aercalt composite structures. Advanced tatigue monitioning on somice sercraft p. 45 - M85-15671 Design and lest requirements for development of today's engines. p. 10 - M85-15737 Incomel 718 alloy resistance to crack propagation. NRS-15730 Engine cyclic durability by analysis analysis and setting. Two monitions of marker load applications on cargot highter sercalt tatigue tests. Two monet cases of marker load applications on cargot highter sercalt tatigue tests. Description of marker times by means of marker loads. Generation of marker times by means of marker loads. Fallet TWO monet are times by means of marker loads. Generation of marker times by means of marker loads. P. 200 - M85-24327 Towards the functional perfecting of highly integrated taust toterant evonics segrial processors. Semiliation requirements to support the development of a fault foterant evonics engine processors. Fault toterant evonic segrial processors. Fault toterant evonic evolution of the development of a fault foterant evonic evonic p. 20 - M84-14073 Fault toterant expension dependence in Fault 104 - M85-16199 ARTLAB A taboratory for Right Crucial electronics system asserch. p. 180 - M85-16199 ARTLAB A taboratory for Right Crucial electronics system p. 180 - M85-16199 Ball M81-8189.	Struch applicable Baser: FIECE OF ACH-on Helico Support I AGARD FIECE STI Morric Expen Rore on An en helicopie FIECE STI A Gad FIELD STI Los Never FIELD STI Los Model-ne Medicable Redo-se Medicable Medicabl
Effect of detects on aercalt composite structures. P155: M84-10221 Advanced fatigue monitioning on service secretifications. P158: M84-1527 Design and lest requirements for development of today's engines. P104: M85-1573 Incomet 718 alloy reestance to crack propagation. Incomet 718 alloy reestance to crack propagation. P108: M85-15740 Engine cyclic durablety by analyses and maternal testing. P108: M85-15740 Two recent cases of marker load applications on cargo/fighter secralt telegrates. P108: M85-15740 Two recent cases of marker load applications on cargo/fighter secralt telegrates. P108: M85-15740 Two recent cases of marker load applications on cargo/fighter secralt telegrates. P108: M85-15740 Two recent cases of marker load applications on cargo/fighter secralt telegrates. P108: M85-24994 FAMAT TOLERABICE. Software lead fasterier systoms J24: M84-15047 Semulation requirements to support the development of a fault loterant aeronics signal processors: D28: M84-15072 Software testing of setterly cricial systems. P28: M84-15072 Software sesting of setterly cricial systems. P108: M84-15072 Fault followers special processors: J87: M84-15072 J87: M84-15072 J87: M84-15072 J87: M84-15073 J87: M84-15073 J87: M84-15073 J87: M84-15074 J87:	Struch applicable Baser: FIECE OF ACH-on Helico Support I AGARD FIECE STI Morric Expen Rore on An en helicopie FIECE STI A Gad FIELD STI Los Never FIELD STI Los Model-ne Medicable Redo-se Medicable Medicabl
Effect of detects on aercalt composite structures. Advanced tatigue monitioning on sonnce sercalt. p. 45 N84-10221 Advanced tatigue monitioning on sonnce sercalt. p. 45 N85-15671 Design and lest requirements for development of today's engines. p. 10 N85-15730 Engine cyclic durability by analysis and material stelling. Engine cyclic durability by analysis and material stelling. Two monitions are all tatigue tests. p. 200 N85-24325 Generation of marker lines by means of marker loads. Generation of marker times by means of marker loads. p. 200 N85-24327 Fability reled fastismer systems. [AGARD R-721] Fability reled fastismer systems. [AGARD R-721] Toverds the functional particioning of highly integrated taust toterant evonces signal processors. p. 24 N84-15047 Semilation requirements to support the development of a fault foterant evonce signal processors. Fault toterant evonce segret processors. Fault toterant evonce segret processors. Fault toterant evonce of the secret of the service of the service of the secret of the service of the	Struch applicable Baser: FRER OFF ACH-on- Helco Support I AGARD FRER STI ACH Mornic Expen Mornic FRER STI FRER
Effect of detects on aercalt composite structures. Pi 155: N84-10221 Advanced fatigue monitioning on service secretification of the structures. Pi 156: N84-10221 Advanced fatigue monitioning on service secretification of the se	Struch applicable Baser: FRER OFF ACH-on- Helco Support I AGARD FRER STI ACH Mornic Expen Mornic FRER STI FRER
Effect of detects on aercalt composite structures. Advanced tatigue monitioning on sonnce sercraft p. 45 - M85-15671 Design and lest requirements for development of today's engines. p. 10 - M85-15731 Design and lest requirements for development of today's engines. p. 10 - M85-15730 Engine cyclic durability by apt 105 - M85-15740 Engine cyclic durability by apt 105 - M85-15740 Engine cyclic durability by apt 105 - M85-15740 Two moent cases of marker load applications on cargot lightner sercalt tatigue tests. p. 200 - M85-2422 Generation of marker lines by means of marker loads. p. 200 - M85-24227 Fability are relied fastener systems. [AGARD-R-721] Fability relied fastener systems. [AGARD-R-721] Fability are relied fasteners by means of marker loads. p. 6 - M83-22122 Towards the functional perfecting of highly integrated taut toterant evonics signal processors. Semulation requirements to support the development of a fault toterant evonics signal processors. Semulation requirements to support the development of a fault toterant evonics signal processors. Fault toterant evonic septem. p. 27 - M84-15073 Fault toterant evonic septem. p. 198 - M84-2400 Investigating version dependence in fault listerant software. p. 198 - M85-16749 ARILAB. A laboratory for flight crucial electronics system search. p. 198 - M85-16749 ARILAB. A laboratory for flight crucial electronics system features. p. 198 - M85-18749 ARILAB. A laboratory for flight crucial electronics system search. p. 198 - M85-18749 ARILAB - A laboratory for flight crucial electronics system features. p. 198 - M85-18749 ARILAB - A laboratory for flight crucial electronics system features. p. 198 - M85-18749 ARILAB - A laboratory for flight crucial electronics flight crucial electronics system features. p. 198 - M85-18749 ARILAB - A laboratory for flight crucial electronics flight crucial electronics system. p. 143 - M84-18049 ARILAB - A laboratory for flight crucial electronics flight crucial electronics.	Strucht applicable Bassic FRER OFF Advan Helico Support I AGARD FRER STI DEP HELD STI Support FRELD OF FIELD STI Support FRELD STI Support AGARD A Gad The p
Effect of defects on aerotal composite structures. Pi 155: N84-10221 Advanced fatigue monitioning on service secretif p 45: N85-15671 Design and lest requirements for development of fodey's engines. p 104: N85-1573 Incomer 718 alloy reestance to crack propagation. Incomer 718 alloy reestance to crack propagation. Pi 50: N85-15740 Engine cyclic durabety by analysis and maternal testing. p 106: N85-15747 Two recent cases of marker load applications on cargo/fighter aerotal testing. p 106: N85-15740 Two recent cases of marker load applications on cargo/fighter aerotal testing. p 106: N85-15740 Feature rated fastener systems. p 200: N85-24934 FAMAT TOLEBRANCE. Software fault loterance for real time evoluce systems. AGARD R-7211 FAMAT TOLEBRANCE. Software fault loterance for real time evoluce systems. p 20: N85-22132 Towards the functional partitioning of pi N85-22132 Towards the functional partitioning of pight vinegrated teall loterant aeronics signal processor of pighty relegiated teall loterant sections appear processor page 1928 Software testing of safety critical systems. p 28: N84-15072 Software testing of safety critical systems. p 198: N84-15072 Fault foliarant aeronic dependence in fault loterant software. p 198: N84-15073 Fault foliarant hardware/Software Architecture for Fight Critical Function (AGARD-1842) p 128: N88-22982 Applying Al to the diagnosis of complex system research p 198: N88-18035 Fault foliarant Hardware/Software Architecture for Fight Critical Function (AGARD-1842) p 128: N88-22982 Introduction to Locture Series No. 143: Fault loterant hardware/Software August Land Locture Function (AGARD-1842) P 188-1648 P 18	Struch applicable Bassic FIEER OF AGARD FIEER OF AGARD FIEER OF AGARD FIEER Month Expens FIEER STI FIEER FIE
Effect of detects on aercalt composite structures. Advanced tatigue monitioning on sonnce sercraft p. 45 - M85-15671 Design and lest requirements for development of today's engines. p. 10 - M85-15731 Design and lest requirements for development of today's engines. p. 10 - M85-15730 Engine cyclic durability by apt 105 - M85-15740 Engine cyclic durability by apt 105 - M85-15740 Engine cyclic durability by apt 105 - M85-15740 Two moent cases of marker load applications on cargot lightner sercalt tatigue tests. p. 200 - M85-2422 Generation of marker lines by means of marker loads. p. 200 - M85-24227 Fability are relied fastener systems. [AGARD-R-721] Fability relied fastener systems. [AGARD-R-721] Fability are relied fasteners by means of marker loads. p. 6 - M83-22122 Towards the functional perfecting of highly integrated taut toterant evonics signal processors. Semulation requirements to support the development of a fault toterant evonics signal processors. Semulation requirements to support the development of a fault toterant evonics signal processors. Fault toterant evonic septem. p. 27 - M84-15073 Fault toterant evonic septem. p. 198 - M84-2400 Investigating version dependence in fault listerant software. p. 198 - M85-16749 ARILAB. A laboratory for flight crucial electronics system search. p. 198 - M85-16749 ARILAB. A laboratory for flight crucial electronics system features. p. 198 - M85-18749 ARILAB. A laboratory for flight crucial electronics system search. p. 198 - M85-18749 ARILAB - A laboratory for flight crucial electronics system features. p. 198 - M85-18749 ARILAB - A laboratory for flight crucial electronics system features. p. 198 - M85-18749 ARILAB - A laboratory for flight crucial electronics flight crucial electronics system features. p. 198 - M85-18749 ARILAB - A laboratory for flight crucial electronics flight crucial electronics system. p. 143 - M84-18049 ARILAB - A laboratory for flight crucial electronics flight crucial electronics.	Strucht applicable Bassic FRER OFF Advan Helico Support I AGARD FRER STI DEP HELD STI Support FRELD OF FIELD STI Support FRELD STI Support AGARD A Gad The p

	SOLDECT WOLK
idancy management of sychronous and	FIGHTER AIRCRAFT
onous systems p 129 N86-20402	Advances in Guidance and Co-i/rol Systems
are fault tolerance experiments p 129 N86-20403	[AD-A125687] p.1 N83-22093 Designing improved tracking regulators for piloting highly
esign faults be tolerated? p 129 N86-20404	manauverable aircraft fighter aircraft
idable avionic data transmission	p 1 N83-22095
p 129 N86-20405	Flight test expenence with a digital integrated guidance and control system in a CCV lighter aircraft.
computer fault tolerant systems using Ada p 129 N86-20406	p 3 N83-22110
n resues in data synchronous systems	Recent Transonic Flutter Investigation for Wings and
p 129 N86-20407	External Stores [AD-A128162] p 117 N83-22215
fault-tolerant flight actuation systems -83-3041] p 130 N86-20408	A Canadian approach to flutter clearance for external
n validation of fiv-by-wire flight control systems	stores p 117 N83-22216
p 130 N86-20409	Adaptive flutter suppression, analysis and test p 118 N83-22219
se of fault tolerant and testable high performance ad circuits for improved military electronic system	The use of free-flight models for the prediction of
ity p 188 N86-28347	departure control p 10 N83-30368
ributed array signal processor with fault-tolerance	A theoretical/experimental technique to evaluate store separation characteristics p.13 N83-30382
e p 190 N96-28360 NEES	Control of the forebody vortex orientation by asymmetric air injection. Part A. Application to enhance departure/spin.
ics fault tree analyzer p 25 N84-15053	air injection. Part A. Application to enhance departure/spin- recovery of fighter aircraft and Part B. Details of the flow
ics fault tree analysis and artifical intelligence for	structure p 119 N84-10088
rcraft maintenance p 50 N85-16755	Control of advanced fighter arcraft
control system design using robust output	p 119 N64-10089
rs p.3 NB3-22105	Some aspects of flight trajectory control in future evioritic systems for combat aircraft p 19 N84-12066
lidation of mission-software by closed-loop testing p 3 N83-22106	Special Course on Subsonic/Transonic Aerodynamic
coment and application of digital control for tactical	Interference for Aircraft
Rutter suppression p 3 N63-22108	[AGARD-R-712] p. 19 N84-12072 Subsonic/transonic viscous interactions
I/RAE collaboration on nonlinear control using the pital fly-by-wire aircraft p 3 N83-22109	p 20 N84-12075
test expenence with a droital integrated guidance	Transonic configuration design (fighter)
trol system in a CCV lighter aircraft	p 21 N84-12082 Experimental investigation of forebody and wing
p 3 N83-22110 amentals of analysis for digital control systems	leading-edge vortex interactions at high angles of attack
p 119 N84-10094	0.77 NR4.12110
rmance and robustness aspects of digital control	Augmentation of fighter-aircraft performance by spariwise blowing over the wing leading edge
p 120 N84-10098	o BO N84-12133
t digital design via pole placement techniques p 120 N84-10099	Secondary power systems for fighter arcraft
ctenzation of uncertainty for large space structure	expenences today and requirements for a next generation p.98 N84-12171
problems p 140 N84-24619	Super integrated power unit for fighter aircraft
aspects of guidance loop design for SAM p 141 N84-31251	p 100 N84-12183
ilot performance evaluation Tornado expenence	Operational readiness and its impact on fighter avionics system design p 22 N84-15037
re applications p 42 NB4-34407	Navy's advanced arcraft armament system program
ng of the digital flight control system of the German hter experimental aircraft p 63 N85-22361	concept objectives p 23 N84-15045
testing and development of the F/A-18A digital	Towards the functional partitioning of highly integrated.
introl system p 122 N85-26743	fault tolerant avionics signal processors p. 24 N84-15047
A An open loop gust allevation p 122 N85-26744	Color display technology in advanced tighter coclipits
bcs. Past present and future	p 26 N84 15061
p 197 N86-19628	Concept of a fighter arcraft weapon delivery system p 26 N84-15064
ory feedback structures in robotics p 198 N86-19633	Concepts for avionic and weapon integration facilities
MPOSITES	p 27 N84-15070
idate materials for pretensioned membranes of	Pitot human factors in stall/spin accidents of supersonic fighter aircraft p 32 N64-15102
mposite materials for space application p. 136 NB3-30488	Test techniques for jet effects on fighter aircraft
	p 36 N64-23589
tons p 136 N83-30490	Assessment of aerodynamic performance of V/STOL
cryogenics and materials p 133 N86-20417	and STOVs fighter arcreft p.40 N84-25636 Operational Loads Data
nces in strapdown sensors p.87 N84-25693	AGARD-CP-375 p 44 N85-15664
opter Guidance and Control Systems for Battlefield	Structural load measurements on a Northrop NF 5A
1	p 45 N85 15867
D-CP-359 p 54 N85-16797 EMFORCED COMPOSITES	Navy operational loads data sources and systems p 45 N85 15668
oring of defect progression by acoustic emission	p 45 1985 1986 Structural flight load measurement demonstration of
p 153 N84-10206	structural integrity p 45 NB5 15670
rmental investigation of delaminations in carbon imposite p 153 N84 10209	Full scale experiments into the use of large eddy breakup devices for drag reduction on arcraft p.53 N85 16790
morrical appraisal of detects in composites	devices for drag reduction on arcraft p 53 N85 16790
ter lad rotor blades p 153 N84 10211	A technical solution to fadings in tactical satellite digital transmissions p.177 N85 1929*
RENGTH	Human Factors Considerations in High Performance
r. and testing of a carbon-apoxy trellis structure p 135 N63 30483	Agcraft
FECT TRANSISTORS	[AGARD-CP 371] p 228 N85 19653
As refractometer for troposphenc studies	Aircres and evionics - Friends or Fioes? p.228 - N85 19654
p 170 N84-24952	Métuy piot ergonomics p 228 N85 19655
and A 10 diffraction optics Head t p Display (HUD)	impact of future arcombat characteristics on pilot
st evaluation p 43 NR4-34411	performance and cuckpit design p 229 N85 19861
glesses for presbyopic pilots p.223 N86 26814	Grasp of information by the pilot in future combat arcreft p 229 N65 19662
RENGTH	The cockoil of the year 2000. How top a step?
and noise variability in high frequency skywave invice planning p 161 N83-30861	p 230 NB5 19867
ervice planning p 161 N83-30881 um wave groundwave propagation	Potential impact of Navatar GPS on NATO tectical
rumencal and experimental results	operations p 233 N85-20763 Status and prospects of computational fluid dynamics
p 161 r.83-30865	Status and prospects of computational fluid dynamics for unsteady transcrictiow p.64 NB5-25180
to interference model for western Europe p 171 N84 24963	Some aspects of how to design cost-effective Bubi
prediction of held strength in the frequency range	control systems p 66 NS5 76639
00 MHz p 172 N84 24988	Application of AFTI/F 16 task tailored control modes in
IEGRY (PHYBICS) yless optical bistability in systems of two-level	advanced multirole fighters p 1g1 NB5 26735 The STOL and maneuver technology program integrated
p 237 N85-29764	control system p 124 NB5-26757

Operational and developmental experience with the
F/A-18A digital hight control system p 126 N85-27895
Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896
The flight control system for the Experimental Aircraft
Programme (EAP) demonstration aircraft p 128 N85-27908
Maintenance and the military environment p 157 N85-33243
p 157 N85-33243
A cost-effective night attack system for ground attack aircraft p 88 N86-26317
New rotary ng at RAE and experiments on HIRM
DFVLR/AVA transonic derivative balance
p 145 N86-27245 Recent expenences of unsteady serodynamic effects
Recent expenences of unsteady aerodynamic effects on aircraft flight dynamics at high angle of attack
p 147 N86-27252 Correlation of predicted and free-flight responses near
Correlation of predicted and free-flight responses near departure conditions of a high incidence research model p 147 N86-27255
p 147 N86-27255 Theoretical prediction of wing rocking
Theoretical prediction of wing rocking p 147 N86-27256
A self-organising control system for non-linear aircraft dynamics p 147 NB6-27258
Chief, of the beauties behaves of an evelope in the
vicinity of bifurcation points p. 149 N86-27266 An integrated approach toward recognizing, for along and
vicinity of bifurcation points p. 149 N96-27266 An integrated approach toward recognizing, locating and combating targets from a modern interceptor aircraft p. 192 Nes-29270
Medical Selection and Physiological Training of Future
righter Arcrew
Aircrew aspects of United Stated future fighter aircraft
p 225 N86-30310
Medical selection and physiological training of fighter pilota: A 1985 perspective and overview
0.236 NRS 20212
Selection and medical testing of Mirage 2000 pilots Report of echocardiography p 226 N86-30314 Continuous ECG monitoring of Mirage 2000 pilots (companson with Mirage 3 and F1 pilots)
Continuous ECG monitoring of Mirage 2000 pilots
Entry visual standards and ocular examination techniques for future fighter aircrew p 226 N86-30317 Computer analysis of visual and vestibular oculomotor function in the medical selection of lighter aircrew
Computer analysis of visual and vestibular oculomotor
mombers n 227 NR6.30319
Vision test battery threshold and response time as predictors of air-to-air visual larget acquisition in F-14 and adversary aircraft p 227 N86-30321
adversary arcraft p 227 N86-30321
The vertebral column Selection and aptitude of combat aircraft pilots of the future p 227 N86-30322
Relationship of cardiopulmonary fitness to flight
performance in tactical aviation p 228 N86-30326 FILM COOLING
(AGARD-CP-390) p 111 N86-29823 Cooling lechniques for gas turbine airfolis. A survey
p 111 N86-29824 Effects of hole geometry, wall curvature and pressure gradient on film cooling downstream of a single row gas turbine cooling p 112 N86-29831
gradient on imm cooling downstream or a single row gas turbine cooking p.112 N86-29831 The effect of density ratio on the him-cooking of a flat plate p.112 N86-29833
plate p 112 N86-29833
Studies of heat transfer on the base of turbine nozzles with and without film cooling p 112 N66-29834 Engine tests on a cooled gas turbine stage
Engine tests on a cooled gas turbine stage p 113 Ne6-29836
p 113 N86-29836 A model for correlating flat plate kim cooling
A model for correlating flat plate km cooking effectiveness for rows of round holes p 113 N86-29840
Effectiveness measurements for a cooking film disrupted
by a single jet with wall plunging p 114 N66-29644 Alternate cooling configurations for gas turbine
combustion systems p 114 N86-29845
of a hydron concode 01 the serrodynamic performance
Aerodynamic effect of coolant ejection in the rear part
Aerodynamic effect of coolant ejection in the rear part of transpinic rotor blades p 117 N88-29861. The boundary lever behaviour of an advanced one
Aarodynamic effect of coolant ejection in the rear part of transonic rotor blades The boundary layer behaviour of an advanced gas turbine rotor blade under the influence of simulated him
Aerodynamic effect of coolant spection in the rear part of transonic rotor blades p.117 NBS-29861 The boundary layer betainour of an advanced gas arbiten orbitade under the influence of simulated him cooling PNLTRATION
Aerodynamic effect of coolant spectron in the real part of transport rotor blades p. 11.7. Med-29661. The boundary layer betilwour of an advanced gas further rotor blade under the influence of simulated film cooling. p. 11.7. Med-29662. PMLTRATION. Fine fiftration. An attractive route (preserve)
Aerodynamic effect of coolant ejection in the real part of transport rotor blades p. 11.7 M85-29861. The boundary layer behaviour of an advanced gas further rotor blade under the influence of samulated him cooling. PLTRATION. Fine fiftration An attractive route towards lower helicopter operating codes. p. 92. M85-23774.
Aerodynamic effect of coolant ejection in the real part of transport rotor blades p. 11.7 M85-29861. The boundary layer behaviour of an advanced gas further rotor blade under the influence of samulated him cooling. FINTRATION Fine hitration An attractive route towards lower helicopter operating cools. FINITE DEPTERENCE THEORY Computational methods for subsorice and transport.
Aerodynamic effect of coolant ejection in the real part of transpric rotor blades p. 117. M85-2986 if The boundary layer behaviour of an advanced gas harber rotor blade under the influence of amnated film cooling. 98.TRAINGED An affective rout lowerds lower film friends on the film of the influence of the infl
Aerodynamic effect of coolant ejection in the real part of transport rotor blades p. 117. M85-29861. The boundary layer behaviour of an advanced gas harbier forto blade under the influence of smitted film cooling. PLETRATION Film of the structure route towards lower hallocopies operating code. PRINTER bett preferred to the structure of the st
Aerodynamic effect of coolant ejection in the real part of transport rotor blades p. 117. M85-29861. The boundary layer behaviour of an advanced gas turbine rotor blade under the influence of smulated film cooling. PLETRATION DESCRIPTION An attractive route towards lower helicopter operating cools. PSE 1982 1992 1992 1992 1992 1992 1993 1993 199
Aerodynamic effect of coolant ejection in the real part of transport rotor blades p. 117. M85-2986 I. The boundary layer bethinvoor of an advanced gas turbine rotor blade under the influence of samulated him cooling. PLITMATION Fine hittlebon: An attractive route towards lower histopier operating cools. p. 92. M85-23774 PRINTE certification free hittlebon and interactive route towards lower histopier operating cools. p. 92. M85-23784 September 1 PRINTE CONTROLL CO
Aerodynamic effect of coolant ejection in the real part of transport rotor blades p. 117. M85-29861. The boundary layer behaviour of an advanced gas further rotor blade under the influence of samulated him cooling. Fine fiftration An attractive route towards lower helicopter operating costs. p. 92. M85-23774. PRIOTIC DIFFERENCE THEORY. Computational methods for subscinic and transport, aerodynamic design. The control of the cooling using the Euler-equations. Performance evaluation of flow in Luthomachimsey blade rows. Numerical solution of the Neiver-Stotics equations.

FINTE ELEMENT METHOD The development of FAST-FLOW (a program for flutter optimization to satisfly multiple flutter requirements) p.15. N84-11124 Process Modeling Applied to Metal Forman and
Thermomechanical Processing
[AGARD-LS-137] p 156 N85-15086 CFM 56-2 Oligocyclic fallique of the turbofan disk
Dimensionness and tests for ventication and
Improvements p 106 N85-15750 Effects of wakes on the heat transfer in gas turbine cascades p 112 N86-29829
cascades p 112 N86-29829 FINS
Some results from a programme of research into the structure of vortex flow fields around musule shapes
p 77 N84-12111 Repair of composites p 156 N85-17058
FIRE CONTROL Interration of Fire Control Flight Control and Propulsion
Control Systems AGARD-CP-349 p 17 N84-12056
Integration of fire, flight and propulsion control systems: An overview retrospective and proposective
p 17 N84-12057 Hypervelocity missile: Based on the concept of aircraft/missile intégration for maximum firepower
aircraft/missile integration for maximum firepower p. 18 - N84-12058 F-16 Penguin anti-ship missile integration
p 18 N84-12059
Integration of fire control, navigation system and head up display p 18 N84-12060
A nonlinear control law for prioting aircraft in the
air-to-ground attack phase p 19 N84-12071 Connecting aircraft and external loads
p 23 N84-15046
Ground evaluation of helicopter air-to-air warfare p.62 N85-22360
Unsteady aerodynamics and dynamic aircraft
Unsteady aerodynamics and dynamic aircraft maneuverability p. 147 N86-27253. The application of high-performance integrated circuits for airprof, the control radiats. p. 192 N86-2R369
FIRES A comperative study in the animal of the loxicity of the
combustion products of diverse materials p 213 N84-33015
Night vision by NVG with FLIR p. 223 N86-26811 FLAME TEMPERATURE Measurements of fluctuating gas temperatures using compensated time wire thermocouples
p 115 N86-29852
FLAPERONS Wing butteting active control testing on a transport
Wing butteting active control testing on a transport aircraft configuration in a large sonic windtunnel p.127 N85-27903
FLASH BLINDNESS Calculations on technical requirements for protection
devices against a nuclear light flash p 224 N86-26819
German development of a LC-flashblindness device p 224 NB6-26820
Foveal flashes and human performance p 224 N86-26822 FLAT PLATES
nur vencal investigations p 144 N86-27235
Unsteady turbulent boundary layers Experimental and nur-encal investigations p.144. N86-2725 The effect of density ratio on the film-cooling of a flat plate p.112. N86-29833 A model for correlating flat plate film cooling
plate p 112 N86-29833 A model for correlating flat plate film cooling effectiveness for rows of round holes
p 113 NB6-29840
Testing of Bookin deployed solar array (LSAT)
FLEXIBLE SPACECRAFT Testing of flexible deployed solar array (L.SAT) p.137 N83-30493 Attitude control on large flexible spacecraft
p 140 N84-24620
Low authority control of flexible spacecraft via numerical optimization p 140 N84-24621
A decentralized active control system for a large flexible
structure in space p 140 N84-24522 Design and robustness analysis of reduced order
Design and robustness analysis of reduced order controllers for large flexible space vehicles p. 140, NR4-24823
FLEXING Load carrying capacity of double circular arc gears
ELIGHT CHARACTERISTICS
Comparison of flight and wind tunnel buffeting measurements on the SAAB 105 aircraft
p 10 Ne3-303e9
Correlation aspects of enalytical, wind turnel and flight test results for a hingeless rotor helicopter p.11. N63-30373
Correlation aspects in the identification of dynamic
Correlation aspects in the identification of dynamic effects using complementary techniques flight in turbulence Guet allements p. 11 N83-30374
Aspects of correlation in the identification of dynamic
effects from complementary techniques. Evolution at high angles p 11 N83-30375

penmental methods in flight for the measurement of of characteristics p 119 N84-10091

```
High angle of attack test and evaluation techniques for the 1980s p <1 N84-34399
Technical evaluation report on the FDP Symposium on Fight Test Techniques
[AGARD-AR-208] p 91 N85-21157
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              p 91 N85-21157
                                                                    [AGARD-AH-208] p.91 N85-.
Simulation of aircraft behaviour on and close liground
[NASA-TM-87460] p.91 N85-
                                        Simulation of accraft behaviour on and close to the ground ground [10.45 to 10.45]. But a consistent with the consistent of the consistent
Correlation of predicted and free flight responses near departure conditions of a high incidence research model. The control of the production of the produc
```

High angle of attack test and evaluation techniques for the 1980s p. 41 N84-34399	Sustained Intensive Air Operations. Physiological and Performance Aspects	US Army helicopter operational flight loads p 46 N85-15675
Flight testing a digital flight control system: Issues and	[AGARD-CP-338] p 207 N84-21062	Flight parameters recording for structure tatigue life
results p 42 N84-34403	Behavioral and subjective workload metrics for	monitoring p 47 N85-15682
Experience of one UK electronic equipment supplier with bite on engine/flight control systems over the past ten	operational environments p 207 N84-21065	USAF approach to airborne structural data recording Airborne Data Acquisition Multifunction System (ADAMS)
years p 48 N85-16738	Laboratory studies of aircrew chemical protective ensemble: Effects on pilots' performance	p 47 N85 15683
Helicopter Guidance and Control Systems for Battlefield	p 207 N84-21066	FLIGHT MANAGEMENT SYSTEMS
Support :AGARD-CP-3591 p.54 N85-16797	Selected factors affecting aircrew performance during	Ground and flight testing for aircraft guidance and control
Implications of guidance and control technology on	sustained operations p 208 N84-21074	[AGARD-AG-262] p 61 N85-22350
human factors considerations p 228 N65-19656	Axcrew fatigue during extended transport, tactical, and command post operations p 209 N84-21075	Civil avionics flight testing with the RAE(B) BAC1.11
Cost Effective and Affordable Guidance and Control Systems	Thermal constraints in a helicopter during long duration	p.62 N85:22354 A flight management algorithm and guidance for
(AGARO-CP-360) p 66 N85-26638	flights under extreme climatic conditions p 209 N64-21076	fuel-conservative descents in a time-based metered air
Some aspects of how to design cost-effective flight control systems p 66 N85-26639	Workload of personnel engaged in air defence	traffic environment. Development and flight test results p.62 N85-22356
Control systems p 66 N85-26639 Navigation Accounting for copy p 66 N85-26641	p 209 N84-21079	FLIGHT MECHANICS
A cost-efficient control procedure for the benefit of all	Human factors of air operations in the South Atlantic campaign p 209 N84-21080	Report of the working group on large-scale computing
airspace users p 67 N85-26651 The state-of-the-art and luture of light control	Non-invasive methods of cardiovascular exploration in	in aeronautics [AGARD-AR-209] p.231 N84-34177
The state-of-the-art and tuture of flight control systems p 121 N85-26732	aerospace medicine	Technical evaluation report on the FDP Symposium on
A perspective on superaugmented flight control	[AGARD-AG-277(E)] p 210 N84-21082 Main electrocardiographic abnormalities in the medical	Flight Test Techniques
advantages and problems p 121 N85-26733 Aspects of application of ACT systems for prof workload	examination of flying personnel p 210 N84-21083	[AGARD-AR-208] p.91 N85 21157 Dynamic wind tunnel testing for active control
alleviation p.121 N85-26734	The Holter method in aeronautical medicine	research p 61 N85-22352
Application of AFTI/F-16 task-tailored control modes in	p 210 N84-21087 Contribution of standard X-ray to cardiovascular	Active Control Systems Review, Evaluation and
advanced multirole fighters p. 121 N85-26735 X-29A digital flight control system design	exploration during the clinical examination of flying	Projections [AGARD-CP-384] p 124 N85-27883
p 121 N85-26736	personnel p 210 N84-21088	Gust alleviation on a transport airplane
ACT applied to helicopter flight control	Contribution of cardiac mechanograms in the expert examination of flying personnel p 210 N84-21089	p 148 N86-27259
p 122 N85-26738	Echocardiography in the expert examination of flying	Identification of aircraft characteristics including gust induced dynamic effects p.148 N86-27263
Some flight test results with redundant digital flight control systems a 122 N85-26739	personnel p 211 N84-21090	FLIGHT OPERATIONS
An update on expenence on the fly by wire Jaguar	Aeromedical support in military helicopter operations p 212 N84-26280	Operational flight program development with a higher
equipped with a full-time digital flight control system	Back pain in helicopter flight operations	order language p 5 N83-22125
p 122 N85-26740 ACT llight research experience p 122 N85-26741	p 213 N84-26288	Aermedical Support in Military Helicopter Operations [AGABD-LS-134] p 212 N84-26279
Operational and developmental expenence with the	Human Factors Considerations in High Performance Aircraft	Stressful mission profiles, part 1 p 212 NB4-26281
F/A-18A digital flight control system	[AGARD-CP-371] p 228 N85-19653	Visual problems in helicopter operations p 212 N84-26283
p 122 N85-26742 Flight testing and development of the F/A-18A digital	Aircrew and avionics Friends or Foes?	Thermal control problems in military helicopters
flight control system p 122 N85-26743	p 228 N85-19654	p 212 N84-26286
Active control technology expenence with the Space	Observations of physiological and psychological effects of terrain following flight based on in-flight test	Medical aspects of helicopter safety and
Shuttle in the landing regime p 123 N85-26747 How to handle failures in advanced flight control systems	experience p 229 N85-19657	crashworthiness p 213 N84-26287 FLIGHT PATHS
of future: transport aircraft p 123 N85-26752	Personnel protection concepts for advance escape	A method of estimating aircraft attitude from fly by wire
interactive design of specifications for airborne software	system design p 229 N85-19658 Results of a longitudinal study of airsickness incidence	flight control system data p 68 N85-26653
set (GISELE) p 123 N85-26753 The flight control system for the Experimental Aircraft	during Naval flight officer training p 215 N85-20649	Terrain following without use of forward tooking sensors p 69 NBS-26659
Programme (EAP) demonstrator aircraft	Preflight and postflight motion sickness testing of the	Aspects of application of ACT systems for prot workload
p 124 N85-26755	Spacelab 1 crew p 216 N85-20652 Psychological components in the development and	alleviation p 121 N85-26734
Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 124 N65-26756	prevention of air sickness p 217 N85-20659	FLIGHT RECORDERS The use of flight recorders in the investigation of aircraft.
The STOL and maneuver technology program integrated	Aircrew aspects of United Stated future fighter aircraft	mishaps p 28 N84-15078
control system p 124 N85-26757	p 225 N86-30310 Canadian forces approach to aircrew medical	The Civil Aircraft Airworthiness Data Recording Programme p.28 N84-15079
The evolution of active control technology systems for the 1990's helicopter p 124 N85-26758	selection p 225 N86-30311	Programme p 28 N84-15079 Flight parameters recording for safety monitoring and
Active Control Systems: Review, Evaluation and	Computer analysis of visual and vestibular oculomotor	investigations p 29 N84-15083
Projections	function in the medical selection of fighter aircrew members p 227 N86-30319	FLIGHT SAFETY
[AGARD-CP-384] p 124 N85-27883 The state-of-the-art and future of flight control	Visual capabilities related to lighter aircrew performance	Flight Mechanics and System Design Lessons From Operational Experience
systems p 124 N85-27885	in the F-14 and adversary arcraft p 227 NB6-30320 Hypobanic training of flight personnel without	AGARD-CP-347 p.26 N84-15076
A perspective on superaugmented flight control advantages and problems p. 124 N85-27886	Hypobanc training of flight personnel without compromising quality of life p 228 N86-30327	incident reporting its role in aviation safety and the acquisition of human error data p 29 N84-15081
advantages and problems p 124 N85-27886 ACT applied to helicopter flight control	FLIGHT FATIGUE	acquisition of human error data p 29 N84-15081 The analysis of records of parameters. An indispensable
p 125 N85-27891	Arcrew fatigue during extended transport, tactical, and command post operations p. 209 N84-21075	tool in oversight and in operations control
Some flight test results with redundant digital flight	command post operations p.209 N84-21075 Tolerance, fatigue, physiotogical and performance	p 29 N84-15082
control systems p 125 N85-27892 Active control technology expenence with the Spece	effects of sustained and oscillating lateral accelerations	Influence of windshear on flight satety p. 30 N84-15088
Shuttle in the landing regime p 126 N85-27900	p 229 N85-19659 FLIGHT FITNESS	The MIRAGE 2000. Fly by were control and safety
The aerodynamics of control p 127 N85-27901	Canadian forces approach to aircrew medical	p 30 N84-15093
The STOL and maneuver technology program integrated control system development p 128 N85-27910	selection p 225 Ne6-30311	Modern flight instrument displays as a major military aviation flight safety weakness p. 31 N84-15098
The evolution of active control technology systems for	FLIGHT HAZAROS Weather hazard simulation in the Modane	Medical aspects of helicopter safety and
the 1990's helicopter p 128 N85-27911	word-tunnels	crashworthiness p.213 N84 26287
Extraction of aerodynamic parameters for aircraft at extreme flight conditions.	[NASA-TM-77069] p 130 N83-30438	Hydrazine and the F-16 p 221 N85-31826
[NASA-TM-86730] p 236 N85-29686	Flight Mechanics and System Design Lessons From	FLIGHT SMULATION Ground/Flight Test Techniques and Correlation
Fault Tolerant Hardware/Software Architecture for Flight	Operational Expenence [AGARD-CP-347] p.28 N84-15076	(AD-A129433) p 9 N83-30357
Critical Function [AGARD-LS-143] p 128 N86-20399	Some comments on the hazards associated with	Aerothermodynamic flight envelope expansion for a
Digital fault-tolerant flight actuation systems	manosuvring flight in severe turbulence at high speed and	manned lifting reentry vehicle (space shuttle) p.9 N83-30359
[AFWAL-83-3041] p 130 N86-20408	low abstude p 30 N84-15089	p 9 Ness-susses Helicopter simulation validation using flight data
Design validation of thy-by-wire flight control systems. ρ 130 N86-20409	Modern flight instrument displays as a major military	p 11 N83 30372
On the mieriace between unsteady serodynamics	aviation flight safety weakness p 31 N84-15016	Crew station evaluation in a dynamic flight simulation
dynamics and control p 147 N86-27254	Autopiol performance evaluation Tornado expenence and future applications p.42 N84 34-07	facility p.27 N84 15069
Aircraw aspects of United Stated future lighter aircraft p 225 N86 30310	LPI rader for helicopter obstacle warning	Laboratory studies of aircrew chemical protective onsemble. Effects on pilots performance.
FLIGHT CREWS	p.56 N85-16810	p 207 Ne4 21066
Medical aspects of survival. Training for aircrew	Synthetic real-time rehef display all-weather airhorne missions p.89 N86-26321	Future requirements for airborne simulation
[AD-A128157] p 206 N83-22999 Avionics/crew station integration p 23 N84 15042	FLIGHT LOAD RECORDERS	AGARD AR-186 p 132 N84-32401
Avionics/crew station integration p.23 N84 15042 Guidelines and criteria for the functional integration of	Operational Loads Data (AGARD-CP-375) p.44 N85-19864	Determination of performance and stability characteristics from dynamic manoeuvres with a transport
evonic systems with crew members in command	(AGARD-CP-375) p.44 N85-15864 Operational loads measurement. A philosophy and its	arcraft usung parameter identification techniques
p 23 N84 15044	implementation p.44 N85-15665	p.41 N84-34400
Certification experience with methods for minimum crew demonstration p.32 N84-15101	The F-15 Right loads tracking program p-45 N85-15666	Pressure distribution on a swept wing aircraft in flight p.81 N85-10025
Medical aspects of survival. Training for aircrew	p 45 N85-15686 Operational loads data evaluation for individual aircraft	Advanced flight simulation for helicopter development
[AGARD-AG-283[FR]] p 208 N84-15787	fatigue monitoring p 45 NB5-15869	p 57 Ne5 16815

SOBOLOT INDEX		FLOW DISTRIBUTION
Assessment of simulation tidelity using measurements	Calibration of air-data systems and flow direction	Cardiovascular standards for selection and retention of
of piloting technique in flight p.57 N85-16817 Simulation of aircraft behaviour on and close to the	sensors. AGARD Flight Test Techniques Series, volume	high performance pilots in the USAF. Perspectives for the next decade p.226. N86-30313
ground	[AGARD-AG-300-VOL-1] p 197 N84-15530	FLIR DETECTORS
[NASA-TM-87460] p 91 N85-23754	The 310 airbus test in the ONERA wind tunnel Flight-wind tunnel comparison p 35 N84-23587	A cost-effective night attack system for ground attack
Helicopter Aeromechanics [AGARD-LS-139] p.69 N85-28913	Flight Test Techniques	aircraft p. 98 N86-26317 FLIR. NVG and HMS/D systems for helicopter operation
Software fault tolerance experiments	[AGARD-CP-373] p 41 N84-34396	Review p 222 N86-26804
p 129 N86-20403	The flight test of an automatic spin prevention system p 41 N84-34398	Evaluation of helicopter helmet mounted display
Dynamic nonlinear airloads. Representation and measurement p 147 N86-27251	High angle of attack test and evaluation techniques for	mock-up p 222 N86-26806 Night vision by NVG with FLIR p 223 N86-26811
On the interface between unsteady aerodynamics.	the 1980s p.41 N84-34399 Determination of performance and stability	FLOATING POINT ARITHMETIC
dynamics and control p 147 N86-27254 Effects of aerodynamic lags on aircraft responses	characteristics from dynamic manoeuvres with a transport	A floating point processor for missile guidance p. 191 N86-28366
p 147 N86-27257	aircraft using parameter identification techniques p. 41 N84-34400	FLORIDA
FLIGHT SIMULATORS	A technique to determine lift and drag polars in flight	Diversity reception of COMSTAR 19/29 GHz satellite
Design of a software maintenance facility for the RAF p.8 N83-22150	p 41 N84-34402 Flight testing a digital flight control system Issues and	beacons in convective rain climate of Florida, 1978, 1981 p. 163, N83-30897
Future requirements for airborne simulation	results p 42 N84-34403	FLOW CHARACTERISTICS
[AGARD-AR-188] p 132 N84-32401	Aircraft tests in the clearance program for the use of a combat aircraft from a runway after damage repair	On the generation and subsequent development of spiral vortex flow over a swept-back wing p 76 N84-12105
Flight testing a digital flight control system lissues and results p.42 N84-34403	p 42 N84-34404	An evaluation "factors affecting the flow quality in wind
General Integrated Multipurpose Inflight Calibration	Flight test techniques employed in the Nimrod MR MF 2 weapon system performance thats p 43 N84-34410	tunnels p 34 N84-23577 Practical solutions to simulation difficulties in subscale
System (GIMICS) p 44 N84-34420 Simulator sickness. Reaction to a transformed	Flight test techniques used for proof of structural integrity	wind lunnel tests p 34 N84-23581
perceptual world. 6 Prekminary site surveys	of Tornado when carrying external stores	Design concept and performance prediction technique for potential flows around advanced propellers
p 216 N85-20653	p 43 N84-34413 Real time flight test conduction and monitoring	p 71 N86-11150
The evaluation of ACS for helicopters Conceptual simulation studies to preliminary design	p 43 N84-34414	Unsteady flows Fundamentals and applications p 143 N86-27225
p 121 N85-26737	Real time testing. The next generation p.43 N84-34416	Wing profile in stalled position subject to a flow of
The role of simulation p 70 N85-28919 FLIGHT STABILITY TESTS	An extended real-time microwave airplane position	alternating potential and strong vortex p 143 N86-27229
Determination of performance and stability	system p.44 N84-34419 General Integrated Multipurpose Inflight Calibration	Calculation of laminar-turbulent boundary layer transition
characteristics from dynamic manoeuvres with a transport	System (GIMICS) p 44 N84-34420	on turbine blades p ±13 N86-29839
aircraft using parameter identification techniques p 41 N84-34400	The development of an airborne instrumentation computer system for flight test p 44 N84-34421	Simulation of flow and heat transfer in annular cavities between disks in turbomachinery p 116 N86-29855
FLIGHT STRESS (BIOLOGY)	Pressure distribution on a swept wing aircraft in flight	Effect of film cooling on the aerodynamic performance
Sleep and wakefulness handbook for flight medical officers	p 81 N85-10025 Structural flight load measurement demonstration of	of a turbine cascade p 116 N86-29859 Theory and experimental study of a 3-D jet introduced
[AGARD-AG-270(FR)] p 207 N84-15788	structural integrity p 45 N85-15670	into the secondary flow of a turbine inlet guide vane
Thermal constraints in a helicopter during long duration	CF-5 vertical stabilizer flight load survey p. 46 N85-15673	p 116 N86-29860 Aerodynamic effect of coolant ejection in the rear part
flights under extreme climatic conditions p. 209 N84-21078	p 46 N85-15673 Built-in-test for first line testing p 48 N85-16739	of transonic rotor blades p 117 N86-29861
Aeromedical support in military helicopter operations	Flight tests with a new helicopter Force Feel System	FLOW DIRECTION INDICATORS Calibration of air-data systems and flow direction
p 212 N84-26280	(FFS) p.57 N85-16818 Development and flight test of a helicopter compact.	sensors AGARD Flight Test Techniques Series, volume
Stressful mission profiles, part 1 p 212 N84-26281 Stressful mission profiles, part 2: Workload and	portable, precision landing system concept	1 [AGARD-AG-300-VOL 11 p 197 N84-15530
18tique p 212 NA4.262R2	p 58 N85-16821 Observations of physiological and psychological effects	FLOW DISTRIBUTION
FLIGHT TEST INSTRUMENTS A technique to determine lift and drag polars in flight	of terrain following flight based on in-flight test	The role of ai misst by in the preliminary design of helicopter rotors p.16 N84-11130
p.41 N84-34402	experience p 229 N85-19657 Technical evaluation report on the FDP Symposium on	An experimental divestigation of the vortex flow over
Flight testing and real time data processing for development and integration of weapon systems	Flight Test Techniques	delta and double-delta wings at low speed
p 43 N84-34415	[AGARD-AR-208] p. 91 N85-21157 Civil avionics flight testing with the RAE(8) BAC1-11	p 76 N84-12106 Laser velocimetry study of compressibility effects on the
FLIGHT TESTS Investigations on four-dimensional guidance in the	p 62 N85-22354	flow field of a delta wing p 77 N84-12108
TMA p 87 NB3-22187	Guidance and control research flight testing with HFB 320 test aircraft p 62 N85-22355	Experimental investigation of forebody and wing leading-edge vortex interactions at high angles of attack
A Canadian approach to flutter clearance for external stores p 117 N83-22216	320 test aircraft p 62 N85-22355 A flight management algorithm and guidance for	p 77 N84-12110
Predicted and flight test results of the performance and	fuel-conservative descents in a time-based metered air	Some results from a programme of research into the structure of vortex flow fields around missile shapes
stability and control of the space shuttle from reentry to landing p 9 N83-30360	traffic environment. Development and flight test results p 62 N85-22356	p 77 N84-12111
Ground/flight correlation on the Alpha-Jet experimental	Aylonics Flight Evaluation System (AFES)	Separation and vortical-type flow around a prolate spheroid. Evaluation of relevant parameters.
aircraft with a transonic wing. A comparison of the wing pressure distribution and local wake survey from analytical.	p 62 NB5-22357	p 77 N84-12113
wind tunnel and flight results p 9 N83-30362	Trajectory measurements for take-off and landing tests and other short-range applications, volume 16	On the generation of vortical flow at hypersonic speeds over elliptical cones p.78 N84-12114
Flight and wind-tunnel correlation of boundary-layer	[AGARD-AG-160-VOL-16] p 197 N85-25801	Theoretical modelling of three-dimensional vortex flows
transition on the AEDC transition cone p 10 N83-30363	Some flight test results with redundant digital flight control systems p 122 N85-26739	in aerodynamics p 78 N84 12116
Aerodynamic model identification from dynamic flight	Fight testing and development of the F/A-18A digital	Euler-equations p.78 N84-12118
test data and wind tunnel experiments p 11 N83-30371	flight control system p 122 N85-26743	Flow trajectories, mixing and entropy fluxes in a turbine
Correlation aspects of analytical, wind tunnel and flight	OLGA. An open loop gust alleviation p. 122 N85-26744	cascade p. 101 N84-16193 Effects of a skewed inlet end wall boundary layer on
lest results for a hingeless rotor helicopter p 11 N83-30373	Some flight test results with redundant digital flight	the 3-0 flow field in an annutar turbine cascade
Dynamic structural aeroelastic stability testing of the	control systems p 125 N85-27892	p. 102 N84 16202 A short note on recent advances in the adaptive wall
XV-15 tilt rotor research aircraft p 12 N83-30376	ACT flight research experience p 126 N85-27894	technique for 3D-model tests at the TU Berlin
Ground and flight test techniques used for proof of structural integrity of the Tornado combat aircraft	Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896	p. 33 N84-235*1 Disturbances from ventilated tunnel walts in aerotoil
p 12 N83-30377	OLGA An open loop gust alleviation system	lesting p.33 N84-23573
Correlation problems between flutter flight test data and ground tests/calculation results for a variable sweep wing	p 126 N85-27897	Half-model testing in the NLR high speed wind tunnel
aircraff p 12 N83-30379	Flight testing for performance and flying qualities p. 70 N85-28920	HST lts technique and application p 35 N84 23588 Transonic nozzle afterbody flow field measurements
Flight flutter testing with emphasis on the tip varie method p 12 N83-30381	Evaluation of helicopter helmet-mounted display	using a laser Doppler velocimeter p 36 N84-23592
Synthesis of responses to AGARD-FMP questionaire on	mock-up p 222 N86-26806 Unsteady Aerodynamics-Fundamentals and	Vortical flow exploration methods developed for the F1 wind tunnel p 37 N84 23598
"prediction techniques and flight correlation" p. 13 N83-30384	Applications to Aircraft Dynamics	Special Course on V/STOL Aerodynamics
Technical evaluation report on the Flight Machanica	[AGARD-CP-386] p 143 N86-27224	[AGARD-R-710] p.39 N84-25625 Jef Rowfields p.40 N84-25631
Panel Symposium on Ground/Flight Test Techniques and Correlation	Wind tunnel and flight test analysis and evaluation of the buffet phenomena for the alpha jet transonic wing	Laminar flow control viscous simulation
[AGARD-AR-191] 0.90 NR3-34030	p 145 N66-27239	p 194 N84:33764 A review of ARA research into propellar aerodynamic
Experimental methods in flight for the measurement of	Extraction of aerodynamic parameters for aercraft at extreme flight conditions p 146, NRS-27248.**	prediction methods p.71 N86-11151
Control characteristics p 119 N84-10091 Rotorcraft icing technology: An update	extreme flight conditions p 146 N86-27248 * Identification of aircraft characteristics including gust	A unified approach for the serodynamics and accussos of propellers in forward motion p.71. NBS 11155
p.29 MM4.15084	induced dynamic effects p 148 N86-27283	A general theory of arbitrary motion aerodynamics using
The impact of the F/A-18 aircraft digital (tight control system and displays on flight testing and salety	FLIGHT TRANSING. Results of a longitudinal study of airsickness incidence.	an aeroscousic approach p.72 N86-11157 Summary of recent NASA propeller research
0.30 MM4.15001	channel Marriel States of those transport on 215 Marie 20640	OWNERS OF THEORY PARCE PROPERTY PROPERTY IN

FLOW EQUATIONS SUBJECT INDEX

Study of the 3D wake of an aerial propeller	Aerodynamic design for overall vehicle performance	A semi-empirical unsteady transonic method with
p 72 N86-11161 Test cases for inviscid flow field methods	p.20 N84-12077 Waves on vortex cores and their relation to vortex	supersonic tree stream p 64 N85-25179 FLY BY WIRE CONTROL
AGARD-AR-211 p 82 N86-15256	breakdown p 80 N84-12128	Progress and pitfalls in advanced flight control
Objectives and scope of the Working Group 07 p 82 N86-15257	Wind Tunnels and Testing Techniques	systems p.1 N83-22094 Ground and flight testing on the fly-by-wire Jaguar
Formulation of the Euler boundary value problem	[AGARD-CP-348] p 32 N84-23564 A review and an update of the FDP Specialists Meeting	equipped with a full time quadruptex digital integrated flight
p 82 N86-15258	(London) on Walf Interference in Wind Tunnels	control system p.3. N83-22111 The impact of the F/A-18 aircraft digital llight control
Numerical methods p 82 N86-15259 Exact solutions to transonic and supersonic flows	p 33 N84-23570	system and displays on flight testing and safety
p 83 N86-15260	Fluid dynamic aspects of turbine engine testing p 35 N84-23586	p 30 N84 15091
Reference test cases and contributors p.83 N86-15261	Formulation of the Euler boundary value problem	Lessons learned in the development of the F-16 flight control system p 30 N84-15092
Numerical solutions of two-dimensional reference test	p 82 N86-15258	control system p 30 N84-15092 The MIRAGE 2000 Fly by wire control and satety
cases p 83 N86-15262	Aerodynamics of Vortical Type Flows in Three	p 30 N84-15093
Numerical solutions for three-dimensional cases. Swept wings p 83 N86-15263	Dimensions	Certification experience of the Jaguar fly-by-wire demonstrator aircraft integrated flight control system
Numerical solutions for three-dimensional cases: Delta	IAGARD-CP-3421 p.75 N84 12099	n 31 NR4.15095
wings p.83 N86-15264	Vortex breakdown A two-stage transition p 79 N84-12124	Guidance and control research flight testing with HFB 320 test aircraft p 62 N65-22355
Concluding remarks p.83 N86-15265 Boundary-layer transition: T-S waves and crossflow	A contribution to the problem of vortex breakdown	A method of estimating aircraft attitude from fly by wire
mechanisms p 84 N86-15268	p 79 N84-12125 Numerical simulation of vortex breakdown by the	flight control system data p 68 N85-26653
Propulsion and Energetics Panel Working Group 14 on suitable averaging techniques in non-uniform internal	vortex-filament method p 79 N84-12126	An update on experience on the fly by wire Jaguar equipped with a fulf-time digital flight control system.
llows	Introduction and review of some jet interference	p 122 N85-26740
[AD-A133968] p 107 NB6-24692	phenomena relevant to V/STOL aircraft p 39 N84-25626	Application of AFTI/F-16 task-failored control modes in advanced multirole fighters p.125, N65-27888
Application of CFD techniques toward the validation of nonlinear aerodynamic models p 148 N86 27265	FLUID MECHANICS	X-29 digital flight control system design
Wake-passing in a highline rotor cascade	Special Course on Subsoriic/Transonic Aerodynamic interference for Aircraft	p 125 N85-27889
p 112 N86-29830	[AGARD-R-712] p 19 NB4-12072	An update of expenence on the fly by wire Jaguar equipped with a full-time digital flight control system
Calculation of harmonic aerodynamic forces of aerofoils	Jet flowfields p 40 N84-25631	p 125 N85-27893
and wings from the Euler equations p 64 N85-25177	An update of the Canada/USA augmentor-wing project p.52 N85-16781	Operational and developmental experience with the
The calculation of fully three dimensional flow through any type of turbomachine blade row	FLUID-SOLID INTERACTIONS	F/A-18A digital thight control system p. 126 N85-27895
195 NB5-32294 و	Recent studies at NASA-Langley of vortical flows interacting with neighboring surfaces p.77. N84-12109	How to handle failures in advanced flight control systems
FLOW MEASUREMENT	interacting with neighboring surfaces p 77 N84-12109 FLUIDICS	of future transport arcraft p. 127 N85-27905. The flight control system for the Experimental Aircraft.
Calibration of air-data systems and flow direction sensors. AGARD Flight Test Techniques Series, volume.	Low cost fluidic sensors p 14 N83-34897	Programme (EAP) demonstration aircraft
1	FLUORESCENCE Vacuum fluorescent tubes p 97 N83-30422	p 128 N85-27908
[AGARD-AG-300-VOL-1] p. 197 N84-15530 End-wall boundary layer measurements in a two-stage	FLUOROSCOPY	Digital fly-by-wire experience p 129 N86-20401 FOCUSING
fan p 103 N84-16208	Non-invasive methods of cardiovascular exploration in aerospace medicine	New glasses for presbyopic pilots
Flow measurements in the stator row of a single-stage	(AGARD-AG-277(E)) p 210 N84-21082	p 223 N86-26814 FORCE DISTRIBUTION
transonic axial-flow compressor with controlled diffusion stator blades p 103 N84-16209	Contribution of standard X-ray to cardiovascular	On the use of marker loads and replicas for measuring
Exploration of arterial function using Doppler flow	exploration during the clinical examination of flying personnel p 210 N84-21088	growth rates for small cracks p 200 N85-24331
determination Application to aeronautical and space medicine p.211 N84-21091	FLUTTER	FOREBODIES Control of the forebody vortex orientation by asymmetric
Pressure distribution on a swept wing aircraft in flight	Influence of main design parameters on flutter behaviour	air injection. Part A. Application to enhance departure/spin
p 81 N85-10025 Two spot laser velocimeter measurements of velocity	for aircraft configurations with heavy concentrated masses p.15 NB4-11122	recovery of fighter aircraft and Part B. Details of the flow structure p.119 N84:10088
and turbulence intensity in shock tube driven turbine	The development of FAST FLOW (a program for flutter	Experimental investigation of forebody and wing
flows p 115 N86-29853	optimization to satisfy multiple flutter requirements) p.15 N84-11124	leading-edge vortex interactions at high angles of attack p.77 N84-12110
FLOW STABILITY Vortex stability and breakdown p 79 N84-12122	Aeroelastic considerations in preliminary design of a	FORECASTING
The break-up mechanism of a streamwise directed	military combat aircraft p.17 N84-11132 Prekminary design of aircraft using structural	Overview of United States program for modernizing air
vortex preakdown A two-stage transition	optimization methods p 17 N84-11133	traffic control and airway facilities p 86 N83-22184 FORESTS
p 79 N84-12124	A flutter optimization program for complete aircraft structural design p.17 N84 11134	UHF communications through forested propagation
Experimentation with turbulent flows experiencing the	Fast flutter clearance by parameter variation	channels p.174 N85-19280 FORMAT
effects of an adverse pressure gradient p 80 N84-12127	p 17 N84-11135	Combined visualization p 23 N84-15043
Waves on vortex cores and their relation to vortex	Recent developments in the measurement of time-dependent pressures p.37 N84-23601	FORMING TECHNIQUES
breakdown p.80 N84-12128 Special Course on Stability and Transition of Laminar	Application of advanced parameter identification	Process Modeling Applied to Metal Forming and Thermomechanical Processing
Flow	methods for flight flutter data analysis with comparisons to current techniques 41 N84-34401	[AGARD-LS-1371 p 158 N85-15086
[AGARD-R-709] p 193 N84-33757	to current techniques , 41 N84-34401 Transonic Unsteady Aerodynamics and its Aeroelastic	FORTRAN NASA/RAE collaboration on nonlinear control using the
Nonlinear effects in hydrodynamic stability p 194 N84-33762	Applications	F-8C digital fly-by-wire aircraft p.3 N83-22109
Secondary instability of shear flows	AGARD-CP-374 p.63 N85-25171 Status and prospects of computational fluid dynamics	FOUNDRIES
p 194 N84-33763 FLOW THEORY	for unsteady transonic flow p 64 N85-25180	The effect of recycling on cast structures and the internal character of IN100 alloy. A laboratory study.
Unsteady three-dimensional flow theory via material	Application of time-linearized methods to oscillating wings in transonic flow and flutter p 65 N85-25182	p 152 N84 33485
functions g 148 N86-27260 FLOW VELOCITY	The application of transports unsteady methods for	FOVEA Foveal flashes and human performance
Unsteady flows, Fundamentals and applications	calcutation of flutter airloads p 65 N85-25186	p 224 NB6-26822
p 143 N86-27225	On the interface between unsteady aerodynamics, dynamics and control p 147 NB6-27254	Permanent visual change associated with puriciale
Two spot laser velocimeter measurements of velocity and turbulence intensity in shock tuber driven turbine	FLUTTER AMALYSIS	foveal lesions p 225 N86-26823 FRACTOGRAPHY
Nows p 115 N86-29853	Development and application of digital control for factical aircraft flutter suppression p.3 M83-22108	Fractographic analysis of failures in CFRP
FLOW VISUALIZATION Instabilities in training vortices. Flow visualization using	Adaptive flutter suppression, analysis and test	p 152 N84 10204
hot-wire anemometry p 76 N84-12103	p 118 N63-22219	Fatigue Crack Topography (AGARD-CP-376) p. 199 N85-24321
Visualization of vortical type flows in three dimensions	Correlation problems between flutter flight test data and ground tests/calculation results for a variable sweep wing	Fatigue fracture topography p 199 N85-24323
p 76 N84-12107 Viscous three-dimensional flow separations from	arcraft p 12 N83-30379	Fatigue crack propagation and fracture in 7050 and 7091
high-wing propeller-turbine nacelle models	Real-time flutter analysis of an active flutter suppression system on a remotely piloted research aircraft.	aluminum altoy lorgings p 199 N85 24324
p.78 N84 12115 Pressure distributions measured on research wing M86	p 12 NB3 30360	Two recent cases of marker load applications on cargo/fighter arcraft fatigue lests p 200 N85-24325
Pressure distributions measured on research wing M86 mounted on an awaymmetric body p.81 N85 10024	Flight flutter testing with emphasis on the tip vane method p.12 NB3 30381	Effect of flight sequences in complex load histories on
Velocity and turbulence measurements in dynamically	Aerospatial'es approach to the study of flutter at the	crack front marking p 200 N85 24326
stalled boundary layers on an oscillating airfoil p 143 N86 27228	design stage of the project p 15 N84-11118	Generation of marker lines by means of marker loads p.200 N85 24327
Wake passing in a turbine rotor cascade	Estimated analysis of the aeroelastic behavior of tail noiors p.18 N84-91129	Generation of marker lines on fatigue tracture
p 112 N86-29830	Aeroelasticity and optimization at the design stage	surfaces p 200 N65-24328
FLUID DYNAMICS Technical evaluation report on the Fluid Dynamics Panel	p.16 N84-11131 Dynamic wind-tunnel testing of active controls by the	Fatigue crack topography and crack growth analysis wrought and cast aluminum p 201 N65-24333
Specialists' Meeting on Prediction of Aerodynamic Loads	NASA Langley Research Center p 61 N65-22353	Application of optical and electron microscopic
on Rotorcraft I AGARD-AR 1891 p.75 N83 25682	Experience with transonic unsteady serodynamic	techniques in the fractographic determination of fatigue crack growth rates. p.201 N85.24334
INGMPU-MP 1891 P /3 NB3 25682	calculations p 64 N85-25176	cimina filomanicandas à Sociado Second

GAS TURBINE ENGINES

No. and a second of the fact of the second		
New analysis aspects of the fatigue crack propagation behavior by SEM in situ microscopy p 201 N85-24335	A computational model for multiple knite-edge diffraction p 162 N83-30886	GAS COOLING
Crack propagation under constant and variable stress	diffraction p 162 NB3-30886 VHF/UHF propagation studies on long over the horizon	Heat Transfer and Cooling in Gas Turbines (AGARD-CP-390) p 111 N86-29823
amplitudes: A comparison of calculations based on the	salt water radio paths p 162 N83-30887	GAS DENSITY
Striation spacing and tests p 201 N85-24336	Modelling on interference due to ducting at frequencies	The effect of density ratio on the film-cooking of a flat
FRACTURE MECHANICS	above 1 GHz p 162 N83-30888	plate p 112 N86-29833
Behaviour of Short Cracks in Airframe Components [AGARD-CP-328] p 158 N83-34095	Statistical study of elevated ducts extension p 162 N83-30889	GAS DISCHARGE TUBES
	p 162 NB3-30889 Multiple diffusion by hydrometeorology: A numerical	Large area gas discharge displays or plasma displays
The application of fracture mechanics to the growth of creek cracks	simulation p 162 N83-30890	p 97 N83-30423
[AGARD-R-705] p 199 N83-34374	System aspects of clear air propagation above 40	GAS FLOW
Fracture mechanics of sublaminate cracks in composite	GHz p 162 N83-30893	Producing a cryogenic gust in an Eiffei type atmospheric wind tunnel with short gust p 33 N84-23569
laminates p 154 N64-10216	A mm-wave collision warning device for helicopters	wind tunnel with short gust p 33 N84-23569 GAS GENERATORS
Engine Cyclic Durability by Analysis and Testino	p 163 N83-30895	Development of modern turboprop engines
[AGARD-CP-368] p 104 N85-15733	Diversity reception of COMSTAR 19/29 GHz satellite beacons in convective rain climate of Florida, 1978 -	p 74 N86-11168
Crack growth in propellants p 59 N85-17034	1981 p 163 N83-30897	GAS INJECTION
Shock and impact response of solid rocket propellants	FREQUENCY DISTRIBUTION	The effect of density ratio on the film-cooling of a flat
Experimental and theoretical p 60 N85-17040 Refating corrosion maintenance to environmental	Speaker differences in speech and speaker	plate p 112 N86-29833
lactors p 157 N85-33247	recognition p 166 N83-34184	Studies of heat transfer on the base of turbine nozzles
Multiaxial and thermomechanical fatigue considerations	Multifrequency scattering for target characterization and	with and without film cooling p 112 N86-29834
in damage tolerant design p 109 N86-25375	identification. A summary of recent results. p. 204 N84-15663	A model for correlating flat plate film cooling
Advanced quantitative methods for nondestructive	FREQUENCY HOPPING	effectiveness for rows of round holes
evaluation p 109 N86-25376	Tactical satellite terminals for land and airborne C3	p 113 N86-29840
Fracture mechanics and LCF-properties of engine discs of Ti 6Al-4V, Inconel 718 and Udimet 700 P/M-HIP	applications p 233 N85-20760	Effectiveness measurements for a cooling lilm disrupted by a single jet with wall plunging p 114 N86-29844
p 110 N86-25378	FREQUENCY RANGES	
FRACTURE STRENGTH	The prediction of field strength in the frequency range	Afternate cooling configurations for gas turbine combustion systems p 114 N86-29845
Fracture mechanics and latigue criteria in material	30 - 1000 MHz p 172 N84-24968	Full coverage impingement heat transfer. The variation
selection for space applications Spacelab structures	The medical results of human exposures to radio	in pitch to diameter ratio at a constant gapp
p 135 N83-30480	frequency radiation p 179 N85-27133 FREQUENCY SHIFT	p 114 N86-29846
Computation of influence of defects on static and fatigue	Effect of leap length on the quality of large capacity	Effect of film cooling on the aerodynamic performance
strength of composites p 154 N84-10217 Effect of defects on aircraft composite structures	numerical linkages p 170 N84-24954	01 à turbine cascade p.116 N86-29859
Effect of defects on aircraft composite structures p 155 N84-10221	Propagation effects on the Doppler frequency shift of	Theory and experimental study of a 3-D jet introduced
Inconel 718 alloy resistance to crack propagation	satellite transmissions p 173 N85-19276	into the secondary flow of a turbine inlet guide vane
p 105 N85-15740	FUEL COMBUSTION	p 116 N86-29860 Aerodynamic effect of coolant ejection in the rear part
RACTURES (MATERIALS)	Combustion Problems in Turbine Engines	of transonic rotor blades p 117 N86-29861
Fractographic analysis of failures in CFRP	[AGARD-CP-353] p 156 N84-24732 FUEL CONSUMPTION	The boundary layer behaviour of an advanced gas
p 152 N84-10204	Air Traffic Control in Face of Users' Demand and	turbine rotor blade under the influence of simulated film
Essential features in fatigue fractures and remarkable	Economy Constraints	cooling p 117 N86-29862
phenomena in fatigue crack growth p 199 N85-24322 Generation of marker lines on fatigue fracture	[AD-A127146] p.85 N83-22177	GAS TEMPERATURE
Generation of marker lines on fatigue fracture surfaces p 200 N85-24328	Fuel conservation and economy constraints	Measurements of fluctuating gas temperatures using
Periodic loading sequences for the systematic marking	p 86 N83-22179	compensated fine wire thermocouples p.115 N86-29852
of fatigue crack fracture surfaces p 200 NB5-24329	The airline facing the present crisis	GAS TURBINE ENGINES
Modifications of flight by flight load sequences to provide	p 86 N83-22180	Auxiliary power systems with gas turbines
for good fracture surface readability p 200 NB5-24330	Performance derivation of turbojets and turbofans from tests in sea-level test cells p 131 N84-25728	p 98 N84-12170
RAGMENTATION	Heat exchangers in regenerative gas turbine cycles	Small auxiliary power unit design constraints
Study of the transition from deflagration to defonation of previously fragmented propellants p 59 N85-17032	p 116 N86-29857	p 98 N84-12172
FRANCE	FUEL CONTROL	Combustion Problems in Turbine Engines
Statistics of french Armee de l'air ejections 1970 -	Ground based testing without wind tunnels	[AGARD-CP-353] p 156 N84-24732
1980 p 217 N85-21971	p 40 N84-25634 FULL SCALE TESTS	Gas turbine engine design considerations as related to alloys of high critical element content
REE CONVECTION		p 150 N84-33470
Boundary-layer knear stability theory	Performance evaluation of full scale propellers by wind tunnel test p 72 N86-11160	Understanding the roles of the strategic element cobait
p 193 N84-33759	FUNCTIONAL ANALYSIS	in nickel base superalloys p 150 N84-33471
Renterpretation of otolith input as a primary factor in	Performance and robustness aspects of digital control	Overview of the AGARD SMP activities on turbine engine
space motion sickness p 219 N85-31812	systems p 120 N84-10098	materials technology in the 1972 - 1982 period
REE FLIGHT	Systematic computer aided control design	p 105 N85-15738 Comparison between the properties of conventional
The use of free-flight models for the prediction of	p 120 N84-10100 FUNCTIONAL DESIGN SPECIFICATIONS	wrought and powder metallurgical alloys for turbine disc
departure control p 10 N83-30368	Influence of the airframe on the performance of antennas	applications p 105 N85-15739
REE FLIGHT TEST APPARATUS	for avionics partial performance of afferings	Cumulative damage modeling of latigue crack growth
General Integrated Multipurpose Inflight Calibration System (GIMICS) p 44 N84-34420	A digital piloting system for the combat helicopter	p 105 N85-15741
System (GIMICS) p 44 N84-34420 FREE FLOW	p 56 N85-16806	Disc fatigue life predictions for gas turbine engines
Environment and receptivity p 194 NB4-33760	Possible technological answers to new design	p 105 N85-15743
Using an airborne CO2 CW laser for free stream airspeed	requirements for power transmission systems	Engine cyclic durability by analysis and material testing p.106 N85-15744
and windshear measurements p 44 N84-34417	p 93 N85-23779	Life prediction at high temperature under multiaxial
Numerical methods p 82 N86-15259	FUNCTIONAL INTEGRATION	loading p 106 NB5 15745
Unsteady turbulent boundary-layer experiments with rapidly changing free-stream conditions	The relations between the numerical control of the engine and other aircraft functions p.18 N84-12062	Experiences with the material bevaviour and high
	engine and other aucrant functions pile N84-12062	lemperature low cycle fatigue life prediction of the IN 738
	ELIMOTRONE	
D 144 NR6-27233	FUNCTIONS	blading alloy p 106 N85 15746
	Design and development of the multifunction flight	blading alloy p 106 N85 15746. Verification of life prediction through component
p. 144 N86-27233 Review of SMP 1984 Symposium on Transonic Unsteady	Design and development of the multifunction flight control reference system p.18 N84-12065	blading alloy p 106 N85 15746 Verification of life prediction through component lesting p 106 N85 15748
Review of SMP 1984 Symposum on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p 144 N86-27236	Design and development of the multifunction flight control reference system p.18 N84-12065	blading alloy p. 106 N85 15746 Verification of life prediction through component lesting p. 106 N85 15746 Vicw of future requirements for angine cyclic durability
Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p 144 N86-27236 TREEZING Land vehicle corrosion management	Design and development of the multifunction flight control reference system p 18 N84-12065 FUSELAGES Turbulent drag reduction research p 53 N85-16788	blading alloy Vertication of life prediction to hold by the prediction testing 100 tuber 100 tub
Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p 144 N86-27236 PREZING Land wehicle corrosion management p 157 N85-33246	Design and development of the multifunction flight control reference system p.18 N84-12065	blading alloy p. 106. NBs.15746. Verification of life prediction through component lesting p. 106. NBs.15748. View of future requirements for angine cyclic duplanity y analysis and festing p. 107. NBs.15751. Damage tolerance concepts for critical engine components p. 107. NBs.25361.
Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications P144 N86-27236 P144 N86-27236 Land vehicle corrosion management P157 N85-33246	Design and development of the multifunction hight control reference system p 18 N84-12085 FUSELAGES Turbulent drag reduction research p 53 N85-16788 A survey of recent development in heticopter aerodynamics p 70 N85-28815 The state of the art in proplan furboprop noise	blading alloy p. 106. NBs.15,746. Verification of life prediction through component leating. p. 106. NBs.15,748. View of future requirements for engine cyclic durables, by analysis and testing. p. 107. NBs.15,751. Damage tolerance concepts for cinical engine- components. p. 107. NBs.25,361. Engine cyclic durables and testing Mechanistic Mechanism.
Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p. 144 N86-27236 p. 144 N86-27236 Land whicle corrosion management p. 157 N85-33246 PREQUENCES Propagation prediction usage in automated frequency.	Design and development of the multifunction flight control reference system p 18 N84-12065 FUSELAGES Turbulent drag reduction research p 53 N85-16788 A survey of recent development in hetcopter aerodynamics p 70 N85-28915	blading alloy Verification of life prediction through component leating 106 NBs 15746 View of future requirements for angine cyclic durablen, by analysis and festing 107 NBs 15751 Clamage tolerance concepts for critical engine components p. 107 NBs 25361 Engine cyclic durability by analysis and testing Highlights of the spring 1984 PEP Meeting 107 NBs 25361
Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications TREEZING Land whiche corrosion management p. 157 N85-33246 Propagation prediction usage in automated frequency assignment bissed on coste and remote system spectrum.	Design and development of the multifunction hight control reference system p 18 N84-12085 FUSELAGES Turbulent drag reduction research p 53 N85-16788 A survey of recent development in heticopter aerodynamics p 70 N85-28815 The state of the art in proplan furboprop noise	blading alloy verification of life prediction through component leating. I not life prediction through component leating. I not leave the property of life prediction of life property of life. Nes 15,548. View of future requirements for anyme cyclic durabeth by analysis and testing. I not life.
Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications P144 N86-27236	Design and development of the multifunction hight control reference system p. 18. N84-12065 FUSELAGES Turbulent drag reduction research p.53. N85-16788 A survey of recent development in helicopter aerodynamics p.75. N85-28915 The state of the art in proplan turbopping noise. p.75. N86-11175	blading alloy Verification of life prediction through component leating 106 NBS 15746 View of future requirements for angine cocked durables, by analysis and testing 107 NBS 15751 Damage follerance concepts for critical engine- components 108 Topine cyclic durability by analysis and testing Highlights the spring 1984 PEP Meeting 107 NBS 25361 Manufacturing technology for nondestructive evaluation NDE Isystem to implement Reterement For Gause (RFC)
Review of SMP 1884 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p 144 N86-27236 TREEZING Land vehicle corrosion management p 157 N85-33246 TREQUENCIES Propagation prediction usage in automated frequency assignments based on coste and remote system spectrum sharing p 164 N83-39995 TRECUENCY ASSIGNMENT Propagation Aspects of Frequency Sharing, Interference	Design and development of the multifunction hight control reference system p 18 N84-12085 FUSELAGES Turbulent drag reduction research p 53 N85-16788 A survey of recent development in heticopter aerodynamics p 70 N85-28815 The state of the art in proplan furboprop noise	blading alloy Verification of life prediction through component leating 106 N85.15.46 View of future requirements for anyme cyclic durabeting View of future requirements for anyme cyclic durabeting by analysis and testing 107 N85.15.75.1 Damage tolerance concepts for critical engine components in time cyclic durabeting by analysis and testing legisliquits of the spring 1984 PEP Meeting 107 N86.25.852 Manufactumg technology for nondestructive evaluation NDEI system to implement Retirement For Cause (RFC) Procedures for gas turbine engine components
Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications P144 N86-27236	Design and development of the multifunction hight control reference system p. 18. M84-12065 FURELAGES Turbulent drag reduction research p.52 N85-16788 A survey of recent development in helicopter aerodynamics p.707 N85-28915 The state of the art in proprian hurboprop noise p.75 N86-11175	blading alloy Verification of life prediction through component leating 106 NBs 15746 View of fluture requirements for engine cyclic durables View of fluture requirements for engine cyclic durables by analysis and leating 107 NBs 15751 Damage tolerance concepts for cinceal engine components 108 Rept Meeting 107 NBs 2576 View of the component of the property of the components 108 FS PS Meeting 108 FS
Review of SMP 1984 Symposum on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p 144 N86-27236 TRECZING Land vehicle corrosion management p 157 N85-33246 Propagation prediction usage in automated frequency assignments based on costle and remote system spectrum sharing p 164 N83-3996 TRECULENCY ASSEQUESENT Propagation Aspects of Frequency Sharing. Interference and System Diversity 1AGARD-CP-3321 p 160 N83-30873	Design and development of the multifunction hight control reference system p 18 N84-12065 FUSELAGES Turbulent drag reduction research p 53 N85-16788 A survey of recent development in heticopter aerodynamics p 70 N85-28915 The state of the art in proprian furboprion poise p 75 N86-11175 G GALLIUM ARSENICES	blading alloy Verification of life prediction through component leating 106 N85 15746 View of fluture requirements for engine cyclic durables View of fluture requirements for engine cyclic durables by analysis and leating 107 N85 15751 Damage tolerance concepts for incheal engine components 1 Engine cyclic durables by analysis and leasing legislegate 1 Engine cyclic durables by analysis and leasing legislegate 1 Engine cyclic durables by analysis and leasing legislegate 1 Engine cyclic durables by analysis and legislegate 1 Engine cyclic durables by analysis and legislegate 1 Engine cyclic durables by analysis and legislegate 1 Engine cyclic durables 1 Engine cyc
Review of SMP 1984 Symposium on Transonic Unsteady. Aerodynamics and its Aeroelastic Applications. P144 N86-27236 P145 N85-33246 P145 N85-332	Design and development of the multifunction hight control reference system to p 18 N84-12065 FURELAGES Turbulent drag reduction research p 52 N85-16788 A survey of recent development in helicopter aerodynamics p 70 N85-28915 The state of the art in proprian hurboprop noise p 75 N86-11175 G GALLIUM ARSENDES Prospects for parallel nonlinear optical agnet processing	blading alloy Verification of life prediction through component leating 106 N85.15.46 View of future requirements for anyme cyclic durabeting View of future requirements for anyme cyclic durabeting by analysis and testing 107 N85.15.75.1 Damage tolerance concepts for critical engine components 1 Ingine cyclic durabeting by analysis and testing legisliquits of the spring 1984 PEP Meeting 107 N86.25.85.2 Manufactumg technology for nondestructive evaluation NDEI system to implement Retirement For Cause (RFC) procedures for gas turbine engine components 1 DR N86.25.86.2 AGARD Cooperative Test Programme on trainum alloy engine disc material 1 Crack growth in near alpha Istanium alloy 1 Crack growth in near alpha Istanium alloy.
Review of SMP 1984 Symposum on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p. 144 N86-2723 (PREZING Land whicke corrosion management p. 157 N85-33246 (PRECING Land Land Land Land Land Land Land Land	Design and development of the multifunction hight control reference system p. 18. N84-12065 FURELAGES Turbulent drag reduction research p. 52. N85-16788 A survey of recent development in helicopter aerodynamics p. 70. N85-28915 The state of the art in proprian hurboprop noise p. 75. N86-11175 G GALLIUM ARSENDES Prospects for parallel nonlinear optical signal processing using GaAs etaions and ZnS interference filters p. 23. N85-28765	blading alloy Verification of life prediction through component leating 106 N85 15746 View of fluture requirements for engine cyclic durable, by analysis and leating 107 N85 15751 Damage tolerance concepts for incheal engine components tolerance concepts for incheal engine components 1 Engine cyclic durability by analysis and leating legislepts of the spring 1964 PEP Meeting 107 N86 25362 Manufacturing technology for mondestuctive evaluation NBC system to implement Retrement for Cause (RFC) Doceduras to gas furbrine engine composition (SI N86 25362 AGARD Cooperative Test Programme on blanum alloy engine ose material 1 p.108 N86 25369 Crack growth in near alpha Istanium alloys Crack growth in near alpha Istanium alloys
Review of SMP 1984 Symposium on Transonic Unsteady. Aerodynamics and its Aeroelastic Applications. P144 N86-27236 P144 N86-272	Design and development of the multifunction hight control reference system p.18 N84-12055 FUSELAGES Turbulent drag reduction research p.53 N85-16788 A survey of recent development in helicopter aerodynamics p.70 N85-28915 The state of the art in proplan turboping noise p.75 N86-11175 G GALLIUM ARSEMDES Prospects for parallel nonlinear optical signal processing using GSAs detions and ZnS inferference filters p.237 N85-2765 High leverage GsAs integrated circuits for military for military in control of the contro	blading alloy Verification of life prediction through component leating 106 N85.15.46 View of future requirements for anyme cyclic durable, by analysis and testing 1107 N85.15.75 Damage tolerance concepts for cinctal engine components 1107 N86.25.61 1108 Experiment of the spring 1984 FEP Meeting 1107 N86.25.61 1108 Inspired the spring tolerance or the spring 1984 FEP Meeting 1107 N86.25.62 Manufactumg technology for nondestructive evaluation NDEI system to implement Retirement For Cause (RFC) 1108 N86.25.66 AGARD Cooperative Test Programme on tinanum alloy engine disc material 1108 N86.25.69 1108 N86.25.69 1108 N86.25.69 1109 N86.25.61 Inspired Stationary Stationary 1108 N86.25.69 1109 N86.25.31
Review of SMP 1984 Symposium on Transonic Unsteady. Aerodynamics and its Aeroelastic Applications. P144 N86-27236 REEZING 14 N86-27236 Land vehicle corrosion management. P157 N85-33246 Propagation prediction usage in automated frequency assignments based on costle and remote system spectrum sharing. P164 N83-30905 PREQUIENCY ASSIGNMENT Propagation Aspects of Frequency Sharing, Interference and System Diversity. 1AGARD-CP-3321 Some propagational aspects of frequency and frequency sharing. P160 N83-30875 Coversives of frequency sharing. P160 N83-30875 Radio regulatory aspects of frequency sharing. P160 N83-30875 Radio regulatory aspects of frequency sharing. P160 N83-30875 N83-30876 N83-30877 N83-30877 N83-30877 N83-30877	Design and development of the multifunction hight control reference system p. 18. N84-12065 FURELAGES Turbulent drag reduction research p. 52. N85-16788 A survey of recent development in helicopter aerodynamics p. 70. N85-28915 The state of the art in proprian hurboprop noise p. 75. N86-11175 G GALLIUM ARSENDES Prospects for parallel nonlinear optical signal processing using GaAs etations and ZnS-interference filters p. 23. N85-29765 High leverage GaAs integrated circuits for military systems p. 18. N85-2836.	blading alloy Verification of life prediction through component leating 106 N85 15746 View of fluture requirements for engine cyclic durable, by analysis and leating 107 N85 15751 Damage tolerance concepts for incheal engine components tolerance concepts for incheal engine components 1 Engine cyclic durability by analysis and testing legislaphis of the spring 1964 PEP Meeting 107 N86 25362 Manufacturing technology for mondestructive evaluation MOEI system to implement Retrement for Cases (RFC) 100 cedius so tigals furbrier engine composition N86 25364 AGARD Cooperative Test Programme on Manura alloy engine ose material 1 p. 108 N86 25369 Crack growth in near alpha Islamum alloys 1 p. 109 N86 253.73 Multissatel and hermomechanical langue considerations in damage tolerant design p. 109 N86 253.73
Review of SMP 1984 Symposum on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p. 144 N86-27236 (Marchamos and Institute of Part 144 N86-27266) (Marchamos and Institute of Part 144 N86-27276) (Marchamos an	Design and development of the multifunction hight control reference system p. 18. M84-12055 FUSELAGES Turbulent drag reduction research p. 53. M85-16788 A survey of recent development in helicopter aerodynamics. The state of the art in proplan turboprion mose. p. 75. M85-11175 G GALLIUM ARSEMDES Prospects for parallel nonlinear optical signal processing using GaNa etalons and 2n5 interference filters. p. 237. M85-29765 High leverage GaNa integrated circuits for military systems. GaMum Arsembe water scale integrated circuits for military systems.	blading alloy Verification of life prediction through component leating 106 N85.15.46 View of future requirements for anyme cyclic durabeting View of future requirements for anyme cyclic durabeting View of future requirements for anyme cyclic durabeting p. 107 N85.15.75.1 Damage tolerance concepts for cinctal engine components Engine cyclic durabeting by analysis and testing legisliquits of the spring 1984 PEP Meeting p. 107 N86.25.36.2 Manufactumg technology for nondestructive evaluation NDEI system to implement Retirement For Cause (RFC) procedures for gas turbine engine components p. 108 N86.25.36.2 AGARD Cooperative Test Programme on transum alloy engine disc material Crack growth in rear alpha futanium alloys Lind (growth in rear alpha futanium alloys Adathsaset and thermomechanical fatague considerations in demage tolerant design. Statistical analysis of spin pit failure data to pragict.
Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications P144 - N86-27236 P145 - N85-33246 P145 - N85-	Design and development of the multifunction hight control reference system p. 18. N84-12065 FURELAGES Turbulent drag reduction research p. 52. N85-16788 A survey of recent development in helicopter aerodynamics p. 70. N85-28915 The state of the art in proprian hurboprop noise p. 75. N86-11175 G GALLIUM ARSENIDES Prospects for parallel nonlinear optical signal processing using GaAs etaions and Zn5-interference filters p. 237. M85-29765 High leverage GaAs integrated circuits for military systems p. 187. N86-28349 Gastum Arsenide water scale integration p. 188. N86-28349	blading alloy Verification of life prediction through component leating Verification of life prediction through component leating View of future requirements for engine cyclic durables, by analysis and testing Damage tolerance concepts for incheal engine components plot of the property of the spring 1964 PEP Meeting p 107 N86 52-56; Hendrie cyclic durability by analysis and testing Highlights of the spring 1964 PEP Meeting p 107 N86 52-56; Manufacturing technology for nondestitute evaluation MOEI system to implement Retrement for Cause (RFC) procedures for gas furbrier engine components p 108 N86 25-56; Crack growth in near alpha Intamum alloys engine dose material Crack growth in near alpha Intamum alloys p 109 N86 25-37; Multisaset and thermomechanical fallague considerations in damage loterant design p 109 N86 25-37; Statestical analysis of spin pit flasture data to predict inservice B 1 lives of gas turbrier data to predict
Review of SMP 1984 Symposum on Transonic Unsteady Aerodynamics and its Aeroelastic Applications (1984-1984) Aeroelastic Applications (1984-1984) Programmer of Programmer	Design and development of the multifunction hight control reference system p. 18. M84-12055 FUSELAGES Turbulent drag reduction research p. 53. M85-16788 A survey of recent development in helicopter aerodynamics. The state of the art in proplan turboprop noise. p. 75. M86-11175 G GALLIUM ARSEMDES Prospects for parallel nonlinear optical signal processing using GSA4 settlons and Zn5 interference filters. p. 237. M85-28765 High leverage GsAs integrated circuits for military systems. p. 187. M86-28343 Gallium Arsende water scale integration. p. 188. N86-28349 GAMMAR RAY SURSTS	blading alloy Verification of life prediction through component leating 106 N85 15746 View of future requirements for engine cyclic durables View of future requirements for engine cyclic durables by analysis and testing 107 N85 15745 Damage tolerance concepts for incheal engine components 108 Engine cyclic durability by analysis and testing 107 N86 25361 Engine cyclic durability by analysis and testing Highlights of the spring 1964 PEP Meeting 107 N86 25362 Manufacturing technology for nondestructive evaluation NDEI system to implement Retrement for Cause (RFC) 106 N86 25369 108 N86 25369 109 N86 25377 Statestical analysis of spin pit fasture data to pradict inservice B 1 lives of gas turbine data. 9 100 N86 25375 Statestical analysis of spin pit fasture data to pradict inservice B 1 lives of gas turbine data. 9 110 N86 25377 Fracture mechanics and LCF properties of sengre desire.
Review of SMP 1984 Symposium on Transonic Unsteady. Aerodynamics and its Aeroelastic Applications. P144 N86-27236 P144 N83-30905 P144 N83-309	Design and development of the multifunction hight control reference system p. 18. M84-12065 FURELAGES Turbulent drag reduction research p. 52. M85-16768 A survey of recent development in helicopter aerodynamics. p. 70. M85-28915 The state of the art in proprian hurboprop noise. p. 75. N86-11175 G GALLIUM ARSENIDES Prospects for parallel nonlinear optical signal processing using GaAs etaions and ZnS. microference filters. p. 23. M85-29765 High leverage GaAs integrated circuits for military systems. p. 18. M85-28343 Gallium Arsenide water scale integration. p. 186-28349 CAMMAR ARY SURSTS The effect of a low although nuclear burst on mathrieties.	blading alloy Verification of life prediction through component leating 106 N85:15:46 Verification of life prediction through component leating 107 N85:15:48 Verve of future requirements for anyme cyclic durabeting Verve of future requirements for anyme cyclic durabeting 107 N85:15:75:1 Damage tolerance concepts for cinctal engine components 108 Engine cyclic durabetiny by analysis and testing Highlights of the spring 1984 PEP Meeting 107 N86:25:36:2 Manufactumg technology for nondestructive evaluation NDEI system to implement Retirement For Cause (RFC) Procedures for gas turbine engine components 108 N86:25:36:2 AGARD Cooperative Test Programme on tinanum alloy engine disc material 108 N86:25:36:2 Crack growth in near alpha titanum alloys 109 N86:25:37:5 Statistical analysis of spin pit lankur data to predict insensic B 1 lives of gas turbine dasks 101:00 N86:25:37:5 Fracture mechanics and LCF-properties of singine discs of 1:64:44 Microser 178 and Udentif 200 PM-84-92
Review of SMP 1984 Symposum on Transonic Unsteady Aerodynamics and its Aeroelastic Applications (1984-1984) Aeroelastic Applications (1984-1984) Programmer of Programmer	Design and development of the multifunction hight control reference system p. 18. M84-12055 FUSELAGES Turbulent drag reduction research p. 53. M85-16788 A survey of recent development in helicopter aerodynamics. The state of the art in proplan turboprop noise. p. 75. M86-11175 G GALLIUM ARSEMDES Prospects for parallel nonlinear optical signal processing using GSA4 settlons and Zn5 interference filters. p. 237. M85-28765 High leverage GsAs integrated circuits for military systems. p. 187. M86-28343 Gallium Arsende water scale integration. p. 188. N86-28349 GAMMAR RAY SURSTS	blading alloy Verification of life prediction through component leating 106 N85 15746 View of future requirements for engine cyclic durables View of future requirements for engine cyclic durables by analysis and testing 107 N85 15745 Damage tolerance concepts for incheal engine components 108 Engine cyclic durability by analysis and testing 107 N86 25361 Engine cyclic durability by analysis and testing Highlights of the spring 1964 PEP Meeting 107 N86 25362 Manufacturing technology for nondestructive evaluation NDEI system to implement Retrement for Cause (RFC) 106 N86 25369 108 N86 25369 109 N86 25377 Statestical analysis of spin pit fasture data to pradict inservice B 1 lives of gas turbine data. 9 100 N86 25375 Statestical analysis of spin pit fasture data to pradict inservice B 1 lives of gas turbine data. 9 110 N86 25377 Fracture mechanics and LCF properties of sengre desire.

Hant Trunkley and Course as a	
real transfer and Cooling in Gas Turbines	Aer
Heat Transfer and Cooling in Gas Turbines [AGARD-CP-390] p.111 N86-29823	of tran
Cooling techniques for gas lurbine airfoils A survey p 111 N86-29824	The
Rotating heat transfer investigations on a multi-pass	turbin
COOMIG GEOMETRY 5 111 NIER 2022E	coolin
Wake-passing in a furbine rotor cascade	GATES All-
p 112 N86-29830	and in
The effect of density ratio on the him-cooling of a flat plate	Elec
plate p 112 N86-29833	
Engine tests on a cooled gas turbine stage p 113 N96-29836	GEAR Y
	Adv
turbine stage p 113 N86-29838 A model for correlating that plate firm cooking	engin
reactilux measurements and analysis for a rotating turbine stage p 113 N86-29838 A model for correlating that plate thim cooking effectiveness for rows of round holes	Soft transn
and theresa for rows of round holes	Loa
p 113 N86-29840 Influence and tip clearance measurement in	200
turbomachines n.116 NBS-29854	Mar
Transient thermal behaviour of a compressor rotor with	geann
ventilation: Test results under simulated engine	Roc
conditions p.116 N86-29856 Heat exchangers in regenerative gas turbine cycles	photoe
0.116 NRC 20057	Gea
GAS TURBINES	The
Compressor and turbine blade boundary layer	failure GEARS
separation p 101 N84-16196	Ges
Practical implications of the use of aluminide coatings for the corrosion protection of superalloys in gas	and T
	[AGA
Diffight evaluation of LCE life consumption of actions rates	Sun
components subjected to high transient thermal stress p 104 N85-15734	helicop
p 104 N85-15734 Accelerated Mission Endurance Terring (4457)	Curr Hen
Accelerated Mission Endurance Testing (AMET) p 104 N85-15736	Adv
Mechanical aspects of high temperature coatings	eugave
p 104 N85-15736 Mechanical aspects of high temperature coatings p 106 N85-15749	Soft
Experience of one UK electronic equipment supplier with bits on engine/light control systems over the past (en	transm
years p 48 N85-16738	L0a
An analysis of ng test disc failures	wheels
0.110 NS6.25281	Load
Heat Transfer and Cooling in Gas Turbines	
[AGARD-CP-390] p 111 N86-29823	Man geann
Pressure drop and heat transfer characteristics of circular and oblong low aspect ratio pin fins	Cas
p 111 N86-29827	gearbo
External heat transfer study on a HP turbine rotor	The
blade p 111 N86-29828	gear a
Effects of wakes on the heat transfer in gas turbine cascades p 112 N66-29629	Sign damag
	to gea
gradient on film cooking downstream of a single row gas turbine cooking processing p. 112 N86-29831	Prot
gas turbine cooling p 112 NB6-29831	helicop
Effects of surface roughness on heat transfer to gas	Che
Effects of surface roughness on heat transfer to gas turbine blades p.112 N86-29832 Studies of heat transfer on the base of turbine nozzles	Roo
with and without film cooling p 112 N86-29834	photos
Shroud segments for unshrouded blade turbines	Tran
n 112 N86-29835	metho
Heat transfer test evaluation of the shall one hade	Evol transm
cooling concept applied to industrial gas turbines	Con
p 113 N86-29837	autom
Calculation of laminar-turbulent boundary layer franction on turbine blades p.113 N86-29839	
Computation of the same of the	Gea
computation of informal raguation for gas turbine	
Computation of thermal radiation for gas turbine conditions p f13 N86-29841	Prot
Prediction of transient temperatures for an au-cooled	Of Wor
Prediction of transient temperatures for an air-cooled rotating disc p 113 NB6-29842	Of Wor
Prediction of transient temperatures for an air-cooled rotating disc p 113 NB6-29842	of wor fran develo GENERA
Prediction of transient temperatures for an air-cooled rotating disc p 113 NB6-29842	Of Wor
Conditions p. 11.3 N86-29841 Prediction of transient temperatures for on air cooled fotaing disc; p. 11.3 N86-29842 p. 11.3 N86-29842 p. 11.3 N86-29842 p. 11.3 N86-29842 p. 11.3 N86-29843 p. 11.4 N86-29844 p. 1	of wor fran develo GENERA Inve
Conditions p. 11.3 N86-29841 Prediction of transient temperatures for on air cooled fotaing disc; p. 11.3 N86-29842 p. 11.3 N86-29842 p. 11.3 N86-29842 p. 11.3 N86-29842 p. 11.3 N86-29843 p. 11.4 N86-29844 p. 1	of word fran develo GENERA Inve- GEOFOS On 1
Conditions p. 113 N86-2941 Prediction of transient temperatures for an accoding of the prediction of transient temperatures for an accoding 2013 N86-29642 Heef transier in gas turbine combustions A discussion of mathematical modeling of combustions heal and mass transier with emphasis on heal transier in gas turbine combustions p. 114 N86-29644 Effectivemess meaturements for a cooling familiary plan year with war plunging p. 114 N86-29644 N86-29644 N86-29644	of word fran develo GENERA Inve- GEOFOS On 1
Conditions p. 11.3 N86-29841 Prediction of transient temperatures for on air cooled (rotaing day, p. 11.3 N86-29842 Heef transfer in gas turbine combustors. A discussion of mathematical modeling of combustors heal and mass transfer with membras on heal transfer in gas turbine combustors. p. 11.4 N86-29843 Effectiveness mathurements for a cooling fam disrupted by a single air with was plunging. p. 11.4 N86-29844. Alternate cooling configurations for gas turbine combustors systems.	of word fran develo GENERA Inve GEOFOS On 1 sunglo-
Conditions p. 11.3 N86-29841 Prediction of transient temperatures for on air cooled (rotaing day, p. 11.3 N86-29842 Heef transfer in gas turbine combustors. A discussion of mathematical modeling of combustors heal and mass transfer with membras on heal transfer in gas turbine combustors. p. 11.4 N86-29843 Effectiveness mathurements for a cooling fam disrupted by a single air with was plunging. p. 11.4 N86-29844. Alternate cooling configurations for gas turbine combustors systems.	of word fran develo GENERA Inve- GEOFOS On 1
Conditions — p. 11.3 N86-29841 Prediction of transient temperatures for an accorded rotaing day. — p. 11.3 N86-29842 Heat transier in gas turbine combustions. A discussion of mathematical modeling of combustion. Heat and mass transier with emphasis on heat transier in gas turbine. Combustors. — p. 11.4 N86-29843 Effectiveness measurements for a cooling tem dangled by a single jet with wall plunging. — p. 11.4 N86-29843. Alternate cooling configurations for gas turbine combustion systems. — p. 11.4 N86-29845. Full coverage imprograment heat transier. The variation pricin to diameter / geo. at a correlating spin.	of word Tran develo GENERA Inve GEORDS On (surgle- GEORAG VHF
Conditions p. 113 N86-2981 Prediction of transient temperatures for an accoder of transient temperatures for an accoder of transier of the p. 113 N86-29842 Heef transier in glas turbine combustors. A discussion of mathematical modeling of combustors. A discussion of mathematical modeling of combustors in gas turbine combustors. In the p. 114 N86-29843 Effectiveness meaturements for a cooling glam disrupted by a single jet with wall plunging p. 114 N86-29844 Alternate cooling configurations for gas turbine combustors systems p. 114 N86-29845 Full converge incorporation for gas turbine Combustion systems p. 114 N86-29845 Full converge incorporation for gas turbine combustion systems p. 114 N86-29845 Full converge incorporation for gas turbine combustion systems p. 114 N86-29845 p. 114 N86-2984	of work fran develo GENERA Inve GEORGE On 1 single: GEORAE VHF Anor latitude
Conditions p. 113 N86-2981 Prediction of transient temperatures for an accoder of transient temperatures for an accoder of transier of the p. 113 N86-29842 Heef transier in glas turbine combustors. A discussion of mathematical modeling of combustors. A discussion of mathematical modeling of combustors in gas turbine combustors. In the p. 114 N86-29843 Effectiveness meaturements for a cooling glam disrupted by a single jet with wall plunging p. 114 N86-29844 Alternate cooling configurations for gas turbine combustors systems p. 114 N86-29845 Full converge incorporation for gas turbine Combustion systems p. 114 N86-29845 Full converge incorporation for gas turbine combustion systems p. 114 N86-29845 Full converge incorporation for gas turbine combustion systems p. 114 N86-29845 p. 114 N86-2984	of work Tran devoto GENERA Inve GEOROS On 1 surgio- GEORAE VHF Anoi latitude Tect
conditions production of transient temperatures for an air cooled prediction of transient temperatures for an air cooled rotaining day. Philippe 2018 1986 29842 Heef transier in glas turbine combusions. A discussion of mathematical modeling of combuston heal and mass transier with emphatus on heal transier in gas turbine combustors. Effectiveness meaturements for a cooling great with wair plunging. p. 114 NBG-29843. Alternate cooling configurations for gas. Turbine combustion systems. p. 114 NBG-29845. Full converge employment heal transier. The variation in prich to diameter ratio at a constant gapp. p. 114 NBG-29846. The meagurement of local healt transier coefficients in base cooling configuration.	of work Train General General Inve GEORGS On I Surgion GEORGA VHF Anor Latitude Tech Electric
conditions production of transient temperatures for an air cooled prediction of transient temperatures for an air cooled rotaining day. Philippe 2018 1986 29842 Heef transier in glas turbine combusions. A discussion of mathematical modeling of combuston heal and mass transier with emphatus on heal transier in gas turbine combustors. Effectiveness meaturements for a cooling great with wair plunging. p. 114 NBG-29843. Alternate cooling configurations for gas. Turbine combustion systems. p. 114 NBG-29845. Full converge employment heal transier. The variation in prich to diameter ratio at a constant gapp. p. 114 NBG-29846. The meagurement of local healt transier coefficients in base cooling configuration.	of work Train General General Inve GEORGS On I Surgion GEORGA VHF Anor Latitude Tech Electric
conditions prediction of transient temperatures for an air cooled prediction of transient temperatures for an air cooled rotaining day. 1913 N86-29842 Heef transier in glas turbine combustion? N86-29842 Heef transier in glas turbine combustion. A discussion of mathematical modeling of combustion, heal and mass transier with emphases on heal transier in gas turbine combustors. 19 114 N86-29843 Effectiveness meaturements for a cooling great mid supplied by a single jet with wall plunging. 19 114 N86-29844 Alternate cooling configurations for gas. Turbine combustion systems. 19 114 N86-29845 Full conversale implication of principle of the distribution of principle of the distribution of the distribut	of work Tran devolo GENERA Inve GEORG On (single- GEORG VHF Anor latitude Tact Electre Propag Latitud [AGAR
Conditions p. 113 N86-2984 Prediction of transient temperatures for an accoder reasing day. Heef transfer in glas turbine combustions. As discussion of mathematical modeling of combustion, heal and mass transfer with emphases on heal stransfer in gas turbine combustors. Effectiveness meaturements for a cooling firm disrupted by a single jet with was plunging. p. 114 N86-29643. Attender cooling configurations for gas. Turbine combustion systems. p. 114 N86-29645. Full coverage impregnment heal transfer coefficients in bade cooling geometries. p. 114 N86-29646. The measurement of local heaf transfer coefficients in bade cooling geometries. p. 114 N86-29646. An optical pyrometries to measure turbine blade surface competitive. p. 115 N86-29649. High frequency response heaf flux gauge for metal blading. p. 115 N86-29649.	of work Tran devoto GENERA Inve GEOROS On 1 surgio- GEORAE VHF Anoi latitude Tect
conditions production of transient temperatures for an accorded prediction of transient temperatures for an accorded rotating data. It is a substitution of the production of mathematical modeling of combustion. A discussion of mathematical modeling of combuston, healt and mass transfer with emphases on healt transfer in gas turbine combustors. Bit is a cooling after discussion of the production of the pro	of wor fran develop GENERAL Inve- GEOMAC On a single- OEOMAC VHF Anon latitude Force Propaga Latitude JAGAR Sour
conditions — p. 11.3 N86-29841 Prediction of transient temperatures for en air cooled rotains daily discovered from the production of transier in glas turbine combustions. A discussion of mathematical modeling of combustion, heal and mass transier with emphases on heal transier in gas turbine combustors. B cooled transier in gas turbine combustors in the production has transier in gas turbine combustors. B cooled to the production of gas turbine combustors are cooled cooled cooled to the p. 114 N86-29845. Full converge employment heal transier coefficients in base cooling geometries p. 114 N86-29846. The measurement of local heal transier coefficients in base cooling geometries p. 114 N86-29848. An optical priomities to measure turbine base surface emperature. P. 118 N86-29849 High frequency response healt flux gauge for metal basing p. 115 N86-29840. The isensirook light priorities for measure turbine based surface p. 115 N86-29840. The isensirook light priorities from annutier cascade fact by at RAE Pyersoch.	of work fram devolution of the fram devolution of the frame of the fra
conditions — p. 11.3 N86-29841 Prediction of transient temperatures for en air cooled rotains daily discovered from the production of transier in glas turbine combustions. A discussion of mathematical modeling of combustion, heal and mass transier with emphases on heal transier in gas turbine combustors. B cooled transier in gas turbine combustors in the production has transier in gas turbine combustors. B cooled to the production of gas turbine combustors are cooled cooled cooled to the p. 114 N86-29845. Full converge employment heal transier coefficients in base cooling geometries p. 114 N86-29846. The measurement of local heal transier coefficients in base cooling geometries p. 114 N86-29848. An optical priomities to measure turbine base surface emperature. P. 118 N86-29849 High frequency response healt flux gauge for metal basing p. 115 N86-29840. The isensirook light priorities for measure turbine based surface p. 115 N86-29840. The isensirook light priorities from annutier cascade fact by at RAE Pyersoch.	of work fram devolution of the fram devolution of the frame of the fra
conditions — p. 11.3 N86-29841 Prediction of transient temperatures for an accoder rotaining day. — the transier in glas turbine combustions. A6 discussion of mathematical modeling of combustion, heal and mass transier with emphases on heal transier in gas turbine combustors. — the transier in gas turbine combustors. — the p. 114 N86-29843 Effectiveness madeutements to a cooling from disruption by a single pit with was plunging. — 114 N86-29844 — the cooling confugations for gas turbine combustions systems. — p. 114 N86-29845 — the cooling confugation for gas turbine combustion systems. — p. 114 N86-29846 — the measurement of local healt transier coefficients in base cooling geometries. — p. 114 N86-29846 — the measurement of local healt transier coefficients in base cooling geometries. — p. 115 N86-29846 — thigh frequency response healt flux gauge for metal basing. — 118 N86-29846 — the sensition of local healt transier coefficients in the sensition of local healt transier coefficients. — p. 115 N86-29845 — the sensition of local healt transier coefficients. — p. 115 N86-29845 — the sensition of local healt transier coefficients. — p. 115 N86-29845 — the sensition of local healt transier coefficients. — p. 115 N86-29845 — the sensition of local healt transier coefficients. — p. 115 N86-29845 — the sensition of local healt transier coefficients. — p. 115 N86-29845 — the sensition of local healt transier coefficients. — p. 115 N86-29845 — the sensition of local health and the	of won franchement of work of the franchement of th
conditions of transient temperatures for an accoder of tearing day. Prediction of transient temperatures for an accoder of tearing day. Healt transier in glas turbine combustator. A discussion of mathematical modeling of combustion, healt and mass transier with emphases on healt transier in gas turbine. Enterthierasis measurements for accoding time dangeled by a single get with weap plunging. 5 N.1. N86-29843. Healt converage mongement healt transier. The English turbine plunging in the second portion of the dameter feed at a constaint gain conficusion in prich to dameter feed at a constaint gain conficusion in blades cooling geometries. 19 11. N86-29849. High Traquemcy response healt have large for metal blading. The interproce high patin annual cracked lack places. It is senting to the second process of the second lack places. It is senting to the second process of the second lack places. It is senting to the second process of the second lack places. It is senting to the second places are second lack places. It is senting to the second place of the second places are second places. It is senting to the second place of the second places are second places. It is senting to the second places are second places. It is second places with comments of vession and arbitrage are interesty in shock tube driven turbine flows.	of won franchement of work of the franchement of th
conditions of transient temperatures for an accoder of tearing day. Prediction of transient temperatures for an accoder of tearing day. Healt transier in glas turbine combustator. A discussion of mathematical modeling of combustion, healt and mass transier with emphases on healt transier in gas turbine. Enterthierasis measurements for accoding time dangeled by a single get with weap plunging. 5 N.1. N86-29843. Healt converage mongement healt transier. The English turbine plunging in the second portion of the dameter feed at a constaint gain conficusion in prich to dameter feed at a constaint gain conficusion in blades cooling geometries. 19 11. N86-29849. High Traquemcy response healt have large for metal blading. The interproce high patin annual cracked lack places. It is senting to the second process of the second lack places. It is senting to the second process of the second lack places. It is senting to the second process of the second lack places. It is senting to the second places are second lack places. It is senting to the second place of the second places are second places. It is senting to the second place of the second places are second places. It is senting to the second places are second places. It is second places with comments of vession and arbitrage are interesty in shock tube driven turbine flows.	of wor franchistory of the control o
conditions of transient temperatures for an accorded prediction of transient temperatures for an accorded rotaing day. Prediction of transient temperatures for an accorded rotaing day. Heef transfer in glas turbine combustions. A discussion of mathematical modeling of combustion. Heat and mass transfer with emphatiss on heat transfer in gas turbine combustors. Effectiveness meaturements for a cooling familiary gas further combustors. Effectiveness meaturements for a cooling familiary gas further cooling configurations for gas furbine cooling configurations for gas furbine cooling cooling about 50 mgs. furbine cooling cooling and pill 4 N86-29844. The measurement of local heat transfer coefficients in blade cooling geometries. p. 114 N86-29846. The measurement of local heat transfer coefficients in blade cooling geometries. p. 115 N86-29848. An optical priorities to measure surbine blade surface temperature. p. 115 N86-29850. The insolution of the mathematical cooling for mistal blading. The insolution of the mathematical cooling for mistal blading. The solution of the mathematical cooling for mistal search of the surface measurements of velocity and harbulence mismaly in shock flube driven surface flows. p. 115 N86-29853. Simulation of flow and heat transfer in annuals cavetes between disks in surfacementic mismaler in annuals cavetes between disks in surfacementic mismaler.	of won franches of work of the control of the contr
conditions of transient temperatures for an accorded prediction of transient temperatures for an accorded rotaing day. Prediction of transient temperatures for an accorded rotaing day. Heef transfer in glas turbine combustions. A discussion of mathematical modeling of combustion. Heat and mass transfer with emphatis on heat transfer in gas turbine combustors. Effectiveness meaturements for a cooling ferm darupted by a single jet with was plunging. p. 114, 1865-29644. Alternate cooling configurations for gas, turbine combustions systems. p. 114, 1865-29645. Full converage impregnant heat transfer coefficients in blade cooling configurations. for gas, turbine had cooling configurations. p. 114, 1865-29646. The measurement of local head transfer coefficients in blade cooling geometries. p. 113, 1865-29646. High frequency response heat flux gauge for mistal blading. The reintrodic light piston annualic cascede facility and RAE Pyestock. p. 115, 1865-2965. The sentrodic light piston annualic cascede facility and Arbulagnic mistersity in shock flubb driven surpline flows. Smillation of flow and heat transfer in annualic casced seles in the sentrodic disks in turbomachinery. p. 115, 1865-2965. Ceramic need exchangers for igla turbines or flux-bodelings.	of won franches of work of the control of the contr
conditions of transient temperatures for an accorded prediction of transient temperatures for an accorded rotaining day. Prediction of transient temperatures for an accorded rotaining day. Heef transier in glas turbine combustions. A discussion of mathematical modeling of combustion. Heal and mass transier with emphases on heal transier in gas turbine combustors. Effectiveness meanurements to a cooling firm disrupted by a single pit with was plunging. p. 114. NBS-29643. Effectiveness meanurements for a cooling firm disrupted by a single pit with was plunging. p. 114. NBS-29645. Full coverage indepigment heal transier to sea turbine conduction systems. p. 114. NBS-29646. The measurement of local heal transier coefficients in base cooling geometries. p. 114. NBS-29646. An optical priomities to measure turbine base surface emperature. p. 115. NBS-29646. High frequency response heal flux gauge for metal basing. p. 115. NBS-29655. The sentropic light pistion annutier cascade fact iny at RAE Pyerstoch. p. 115. NBS-29655. Two spot laser visiocimiete measurements of visionity and harbilation of flow and heal transier in Januar Cautes between deaks in furbomachinery. p. 118. NBS-29655. Smulation of flow and heal transier in annuar Cautes between deaks in furbomachinery. p. 118. NBS-29655. Certifich needs exchangers for glas turbines or furboget engines.	of worn franderviol GENERAL Inve GEOGS GEOGS GEOGS GEOGS Anor Latitude GEOMET A don attitude GLABE F
Conditions — p. 113 N86-2941 Prediction of transient temperatures for an air cooled rotaing day. — the transfer in glas turbine combustors. A discussion of mathematical modeling of combustion, heal and mass transfer with emphase on heal transfer in gas turbine combustors. — the transfer in glas turbine combustors in the mathematical modeling of combustors. — 114 N86-29843 Effectivemess meaturements for a cooling day firm disrupted by a single jet with was plunging. ————————————————————————————————————	of worn franderviol GENERAL Inve GEOGS GEOGS GEOGS GEOGS Anor Latitude GEOMET A don attitude GLABE F
conditions of transient temperatures for an accorded prediction of transient temperatures for an accorded rotaining day. Prediction of transient temperatures for an accorded rotaining day. Heef transier in glas turbine combustions. A discussion of mathematical modeling of combustion. Heal and mass transier with emphases on heal transier in gas turbine combustors. Effectiveness meanurements to a cooling firm disrupted by a single pit with was plunging. p. 114. NBS-29643. Effectiveness meanurements for a cooling firm disrupted by a single pit with was plunging. p. 114. NBS-29645. Full coverage indepigment heal transier to sea turbine conduction systems. p. 114. NBS-29646. The measurement of local heal transier coefficients in base cooling geometries. p. 114. NBS-29646. An optical priomities to measure turbine base surface emperature. p. 115. NBS-29646. High frequency response heal flux gauge for metal basing. p. 115. NBS-29655. The sentropic light pistion annutier cascade fact iny at RAE Pyerstoch. p. 115. NBS-29655. Two spot laser visiocimiete measurements of visionity and harbilation of flow and heal transier in Januar Cautes between deaks in furbomachinery. p. 118. NBS-29655. Smulation of flow and heal transier in annuar Cautes between deaks in furbomachinery. p. 118. NBS-29655. Certifich needs exchangers for glas turbines or furboget engines.	of word of word of the control of th

```
Aerodynamic effect of coolant ejection in the rear part of transonic rotor blades p 117 N86-29861
                                                                                                      isonic rotor blades 9 1.17 indo-ezecut
boundary layer behaviour of an advanced gas
3 rotor blade under the influence of simulated him
p 117 N86-29862
                                                                                                            ,
(CIACUITS)
                                                                                                            optical logic gates with external switching by laser
coherent radiation p 237 NB5-29766
                                                                                               potical region of the control of the
                                                                            TEETH vanced gearbox technology in small turbo propeller les p. 92 N85-23711 feware for designing teeth for reduction gears missions p. 92 N85-2373 and carrying capacity of double creular air gears p. 92 N85-2373 feware for the velocity of the control of the velocity of the control of the velocity of the control of the velocity of velocity of the v
                                                                                               nulacturing perspective in the design of bevel
p 93 N85-23777
                                                                                         9 p.93 N85-23777
of stresses in conformal geart-stream gauge and elastic investigations 9.4 N85-23787
at noise origins p.95 N85-23791
at observation and interpretation of gear tools of the p.95 N85-23792
by the conformation of gear tools of the p.95 N85-23792
                                                                                         ;
ars and Power Transmission Systems for Helicopters
intoprops
RD:CP-369] p.91 N85-23765
                                                                            lars and Power Transmission Systems for Helicopters Lieuborings (1982) 278-289 p. 91 N85-23765 p. 91 N85-23785 p. 91 N85-23785
                                                                                               whice vibration analysis techniques

r none ongons

g 5 N85-23790

g 95 N85-23791

g 95 N85-23791

g 947

g
                                                                                         smrauc.,
pment
kL AVIATION AIRCRAFT
instigations of modern general aviation propellers
p.73 N86-11162
                                                                                         the utilization of ionospheric deagnostics in the site location of if emitters p 204. N84 15661 00887588.

GORFTSSS probagation by auroral backhosatier p 161 N83 30892 p 161 N83 50892 p 161 N85 50892 p 161 
                                                                                                                                                         egion . P 180 N66 24903 . P 180 N66 24903 . P 180 N66 24903 . P 180 N66 27532 . P 181 N66 27532 . P 181 N66 27532 . P 185 N86 27558 . P 18
                                                                                                                         ims regarding the practical evaluation of efficiency
gears p. 95 N85-23793
                                                                                               suble gmballed momentum wheel for precision 3 axis
a control p 138 NS4-24608
RECR REMPORCED PLASTICS
                                                                                         REER REPROPRIED PLASTICS
caterizat on of cumulative damage in composites
service p.153 N64-10210
POSITIONNEG SYSTEM
star GPS applications to test and training
p.44 N84-34418
```

```
Technical evaluation report on the 46th Symposium of the Avionics Panel on Space System Applications to Tackial Operations

1, AGARD-AR-203.

Simulation of the performance of adaptively controlled Navital arternats in bafflefield scenarios
                                                                   Simulation of the performance of adaptively controlled wavstar ainforms in additional scenarios. P. 176. N8.19292
The Globai Positioning System (GPS). Program status undate. GPS system held testing. p. 233. N85.20762
Potential impact of Nuvistar GPS on NATO Lactical operations. p. 233. N85.20763
Coverage and buildup of the Navistar constellation. p. 233. N85.20764
Tactical applications of GPS user requipment. p. 233. N85.20765
Total electron content and L. iband amplitude and prisase sontifiation measurements in the polar cap inoraphere.
             sombilation measurements in the polar cap ionosphere D 181 MSe 27335

GOGALFS

Operational experiences with right uses people in the location of location of the location of location 
                                                                                       Computation of influence of defects on static and 'abuse strength of composites p.154. Net 1021: Fracture mechanics of sublaminate cracks in composite faminates. But 10216; RAYMORS (REPROTES).
                                 GRATINGS (SPECTRA)

A computational model for multiple kinde edge p 162 N83 30886
GRATINGS (SPECTRA)

A computational motel for multiple kindle edge diffraction p. 162 N83 30886 (GRATINGS (SPECTRA))

A computational motel for multiple kindle edge diffraction p. 162 N83 30886 (GRATINGTONAL EFFECTS Influence of grantenential force level on apparent magnitude of consist cross-coupled angular accelerations, and motion sciences p. 214 N85 20845 (Vestibular and oculomoter function during 1/2 washington p. 215 N85 20845 (Sensitivity of human lymbnocytes to microgravity in wife on 221 N85 31823 (Grantenential Consistency of the microgravity of middle during 1/2 N85 31823 (Grantenential Consistency of the microgravity of the microgravity of the middle during the middle of the microgravity of the middle of the 
             OP 79 N64 2Muc
GROUND STATIONS 0 66 N83 221n;
Overview of United States program for incidenting as Raffic central and assistance or understand as Raffic central and arrays screens 9 66 N83 221n;
The spot operational remote sensing salestee system.
Current status and perspectives 9 25 A65 2018
GROUND TESTS
GROUND TESTS
Ground Right correlation on the Alpha Jet experimental across with a transport with the second with the
```

Ground and flight test techniques used for proof of structural integrity of the Tornado combat aircraft p 12 NB3-30377

GROUND WAVE PROPAGATION

NOMIND WAYE PROPAGATION
Medium wave groundwave propagation
model-numerical and experimental results
p 161 N83-3085
Physical modeling of EM propagation over
nonhomogeneous terrain p 167 N84-12370
World attas of ground conductivities with particular
emphasis on the high labitude region
p 186 N86-27563

GROUND-AIR-GROUND COMMUNICATION

p 14 N83-34899 Combat capable space systems for tactical support p 235 N85-20775

GUIDANCE (INCTION)
Technical evaluation report on the Guidance and Control
Panel 35th Symposium on Advances in Guidance and
Control Systems
[AGARD-AR-195] p 118 N83-34956

Computer Added Design and Analysis of Digital Guidance and Control Systems
[AGARDLS-128] n 110 Analysis of Analysis of Analysis of Digital Guidance and Control Systems A new concept for guiding missiles with an application to the ground-air system p.142 N84-31253

A new concept for guiding missless with an application to the ground-air system p. 142. N84.31253. Homing head imperfections attently missles guidance p. 142. N84.31253. A cost-efficient control procedure for the benefit of air space users p. 57. N85.26551. The limpact of Very High Performance integrated Circuits on Radar (Judance and Avionics Systems (ACARD-CP-980). Description of p. 197. N86.28337. CUMPAIRS SESSORS.

The influence of sensor and thrustee imperfections on the atthicked position of a pacecural performing a rendezione. Evaluation of nose root and mass movined sensor platforms for pipting and significant recognitions. The p. 197. N85.16006. Gyrosees guidance system for medium range missions. Gyroses guidance system for medium range missions.

The impact of VESI on guidance and control system p.68, N65 26654 design p 66 heur community of the Impact of Veny High Performance Integrated Circuits on Radar Guidance and Avonics Systems (AGARD-CP 380 p 187 N86 2833)

[AGABO-09 380] WINDER VAMES.

The semeropic light piston annular Lascade facility at Particle Particle

Asponse of propelants to high dynamic stresses. The user of gun durch techniques of gun durch techniques of gun durch techniques. By 9 N85 17035 GUN PROPELLANTS Heaponse of propelants to high dynamic stresses. Thus users of gun funch techniques. D 59 N85 17035 GUNS (ONDINANCE). Asponse of unmonitoring.

user of gun launch techniques p. 59, M85 17035, GMB (ORRANCE). Response of propertients in high dynamic stresses. The users of un auch techniques p. 59, M85 17035. GUIST ALLEVIATORS.

Currestation aspects in the identification of dynamic effects, using complementary (echniques highli in subseque. Guist attenuation p. 11, M83 30374, relaciples active control with indicator trades resistation. p. 11, M83 30374, MS 404, An open toop guist attenuation system.

ion system p 126 - 1485-27897

Liust alleviation on a transpuri highere p. 148, N86-2/259
Uneleady insersations of transpuri artists with guists and concentrated vortices. p.148, N86-2/261, identification of arcraft characteristics, including guist induced dynamic effects. p.148, N86-2/261, induced dynamic effects.

UST LOADS
Wordsted experience of earld shear during 1981 1982
p 29 N84 15087
Some comments on the hazards associated with
mendeuvining fight in severe surplained air high sheed and
lose attitude p 20 N84 15087
Dinterinc used furnish lessing for active control research
10 CA A A committee to out allewedgon systems

Drigenic wind kinne wavely p. 61 M85 22152 OLGA An open loop gust allevestion system p. 126 M85-27897 Generation of two-dimensions gust heids in subsonic wind kinnels p. 146 M86-27897 Linebady researching of transitions of transitions of transitions of the second p. 146 M86-27897 Guitt's Weather hazard emulsion in the Modern wind kinnels (1998-1998) p. 130 M83-30438

Weather wind-tunnels (NASA-TM-77089) identification of if and dynamic of p 130 NB3-30438 identification of arcraft characteristics including gust induced dynamic effects p.146 NBS-27263

Ł

GYROSCOPES Introduction to optical rate sensors

misuauction to optical rate sensors p. 13 N83-34895 Guidance and Control Techniques for Advanced Space

Gudance and Control Techniques for Advanced Space vehicles

(AGARD-CP-350) | 1978 | 1984-24603

Current work on high-grade space gyros at Feranti in the UK | 1984-24603

A hitered attitude dutermination system for spacecraft measurement and control | 1919 | 1984-24612

Preguidance and poloniq with the aid of composite nerhal sensors | 967 | 1985-26646

The senses 2000 A miniature gas bearing DTG for low cost strapdown guidance and control | 967 | 1985-26641

Low cost two gmibal inerhal platform and its system integration | p 69 | 1985-26661

н

HARDNESS

NARDMESS

Case depth on lianks CI gears for helicopter gearbores p.93 N85-23780 MARDWARE

ATE uter's view on design for maintainability p.48 N85 16-237 Mardware is othware codesign for maintainable systems p.50 N85 16-237 Active control technology. Past present future p.121 N85-26731 Fault Tolerant Hardware is othware Architecture for Fight Critical Function (AGARD LS 143) p.128 N86-20399 MARMONIC EXCITATION p.128 N83-20381 MARMONIC EXCITATION p.128 N83-2038

Flight Nation Name American Processing Medical Proc

Acrodynamics 1 p 40 N84 25030 massessment p 40 N84 25030 MAZARDS

Evaluation and control of laser hazards p 214 N84 33018 Review of USAF freatment of solid propellant rocket motor hazards p 58 N85 17027 Sensitiverens and explosiveness assessment at Permi Wartham Abbey 1 p 56 N85 17030 Analysis of Detagration to Solicia to Detonation 1 p 59 N85 17030 manufactoris (Celebratics 1 p 59 N85 17030 manufactoris motoris (Celebratics 1 p 50 N85 17030 manufactoris motoris mo

7.59 Nov. 1 no. 2,59 Nov. 2,59

motor motor MEAD 800 VEMBERT
Vestbuse and oculomotor function during 32 variations p. 215 NBS 20645 Analysis of head motion during simulated rough water operation of a 220% ton surface when they p. 216 NBS 20666

Operation on a cross page 200 measurement of p81 measurement of the control navigation system and head up respect to the control navigation system and head up respect to the control navigation of the control from the restaution p. 43 M84-348.11 Some effects of deptay format variables on the perception of accraft spetial orientation p. 87 M86 26317.

A cost effective night affack system for ground affact accraft p. 88 M86 26317.

Micro heads-up display for enhancement of night vision loggle operations p.223 N86-26809 goggle operations p. 223 N86-26809
Visual difficulties associated with future windscreen and HUD integration p. 225 N86-26824

HEALTH ALTH Review of occupational medicine relevant to aviation redicine p.213 N84:33012

Review of thickness. p. 213 Individual intercent process. P. 213 Individual intercent process. P. 213 Individual intercent process. P. 170 Individual intercent process. P. 180 Individual intercent process. P. 180 Individual Individual Intercent process. P. 180 Individual Ind P 211 PP 211 The contribution of nuclear medicine to cardiology p 211 N84-21092

Hallistocardiography: A non-invasive method advancing wards clinical application: p.211 N84-21093

Value of the bit table in the exploration of circulatory junction p.211 N84-21095 anction p. 211 Net-21095
Changes in cardiovascular function. Weightlessness of ground-based studies. p. 220 Net-31815
Selection and medical testing of Mirage 2000 pilots. heport of echocardiography. p. 226 Net-30314 The use of ECG changes caused by acceleration as terance prediction factors p 226 N86-30316

The user of the control factors | Page 1 |

HEART HATE | Page 2 |

The exercise electrocardogram | P 210 N84-21085 |

Assessing plot workload in flight | P 24 N84-34408 |

HEAT ACCLIBIATIZATION |

Thermal control problems in mistary helicopters | P 212 N84-26286

Heat Exchangers
Heat Transfer and Cooling in Gas Turbries
[AGARD CP-300]
Hagt schangers in regenerabre gas turbrie cycles
p 116 N86-29857
Ceramic heat exchangers for gas turbries or turboret
ennines.
p 116 N86-29858

magness.

HEAT FUX

Heat-flux measurements and analysis for a rotating furbine stage.

113 N86-29836 High frequency response heat flux gauge for metal p. 115 N86-29850.

Naviens.

high trepund.

Disiding

MEAT CEMERATION

Heat transfer in gas turbine combustors. A discussion
of mathematical modeling of combustion, heat and mass
transfer with emphasis on heat transfer in gas turbine

p. 11.4. N86.29643

transfer with enginement of the strategic element cobait in nickel base superations of the strategic element cobait in nickel base superations p 150 Nat 33471.

Oxide dispersion strengthened alloys p 150 Nat-33472 p-150 Na

Oxide dispersion strengthened alloys p. 150 N84.33472
Potential of metal matrix composites as superalloy substitutes p. 150 N84.33474
Practical imprications of the use of aluminide coatings for the corrosion protection of speralloys in gas hubbines. The National protection of speralloys in gas hubbines. The National Proteins protection of speralloys in gas hubbines. The National Proteins protection of speralloys in gas hubbines. The National Proteins protection of the National Proteins proteins of the National Proteins proteins of the National Proteins presented to engine builders by the development of metallic materials. Interview of the National Proteins proteins of the National Proteins proteins of the National Proteins of the Nation

nts in superalloys p 152 N84-33487 p 152 N84-33487
Small defect characterization in powder metallurgy materials p 109 N86-25373 Advanced quantitative methods for nondestructive evaluation p 109 N86-25376

evaluation p. 109 NB6-25376
HEAT TOLERANCE
Selected factors affecting aircrew performance during sustained operations p. 208 NB4-21074
HEAT TRANSPER

Sustance Operations
EAST TRANSFER
Engine Critic Durabshy by Analysis and Testing
(AGAP) CP-368 in the Testing 104 M85-15733
Monitoring engine thermal stresses p. 104 M85-15735
Monitoring engine thermal stresses p. 104 M85-15735
Healt Transfer and Cooling in Gas Turbries
(AGAP) CP-3801 Till M86-29826
Cooling techniques for gas turbrie artifolis A survey p. 111 M86-29826
Rotaining healt transfer investigations on a multi-pass cooling geometry
Local and mean heal transfer on 111 M86-29826
Local and mean heal transfer on the leading and training surfaces of a square-sectioned duct rotating in the orthogonal mode
p. 111 M86-29826

surfaces of a square-sectioned duct rotating in the orthogonal-mode p.111. NB6-29826 Pressure drop and heat transfer characteristics of circular and oblong low aspect ratio pm fins. p.111. NB6-29828 p.111. NB6-29828 p.111. NB6-29828

External heat transfer study on a HP Lutanes oftor part of the par

HEAT TRANSFER COEFFICIENTS

Alternate cooling configurations for gas turbine combustion systems p.114 N86-29845 Full coverage impungement heat transfer. The variation in prich to diameter ratio at a constant gapp. p.114 N86-29846 High frequency response heat flux gauge for metal a 115 N86-29850 ading
The isentropic light piston annular cascade facility at RAE Pyestock Simulation of flow and heat transfer in annular car Simulation of flow and read to the composition of t MEAT TRANSFER COFFFICIENTS Effects of hole geometry, wall curvature and pressure gradient on him cooling downstream of a single row ... gas turbine cooling p p 112 N86-29831 The effect of density ratio on the litim-cooling of a flat p 112 N66-29833 The measurement of local heat transfer coefficients in л 114 N86-29848 blade cooling geometries HEAT TREATMENT Problems and possibilities for life extension in gas turbine Problems and processing processin Maintenance and the military environm p 157 N85-33243 Cooling techniques for turbojet pre-heater channels p 114 N86-29847 HEAVY IONS Biostack experiments on STS-flights and the impact for HELICOPTER CONTROL ter simulation validation using flight data p 11 N63-30372 nd tunnel and flight test results for a hingeless rotor helicopter p 11 N83-30373 I ne design and development of an integrated core system for battlefield helicopters p 56 N85-16811
A review of US Army arcrew-aircraft integration research programs p 57 N85-1884 p 57 N85-1884 (FFS) p 57 N85-16818 Helicopter active control with rotor blades relaxation p.57 N85-16819 Flight research on visual aids and navigation equipment for helicopter low-level flight at night p 58 N85-16820. The evolution of ACS for helicopters. Conceptual simulation studies to preliminary design p 125 N85-27890 ACT applied to helicopter flight control p 125 N85-27891 Thus 2 yolution of active control technology systems for the 1992 The 2 copter p 128 N85-27911 Helicopter Auromethanics [AGARD-LS-139] p 69 N85-28913 p 70 N85-28919 The role of simulation Operational experiences with night vision goggles in elementer low-level flight at night p 222 N86-26805 elicopter low-level flight at night Evaluation of helicopter h HELICOPTER DESIGN The interpretation of design multi-market helicopters requirements p.38 N84-25617 Helicopter Operations p 212 N84-26279 edical Support in Military Aermedical Sup (AGARD-LS-134) wheat support in milital helicopter operations p 212 N84-26280 copter safety and p 213 N84-26287 Medical aspects of Back pain in helicopter flight of p 213 N84-26288 technological p 55 N85-16798 Integration of sensor fusion advanced helicopte p 57 N85-16813 nelicopter development p.57 N85-16815 Advanced flight simulation for Transmission efficiency me with physical characteristics of the lubricant p.93 N85-23781 nc lubrication of p.94 N85-23784 Problems of elastic hyd helicopter transmission gears Evolution of the design to p 94 N85-23789 seion gearboxi The evaluation of ACS for helicopters. Conceptual studies to pre p 121 N85-26737

p 92 N85-23774 helicopter operating costs Possible technological answers to new design p 93 N85-23779 HELICOPTER TAIL ROTORS An empirical appraisal of defects in composites helicopter tail rotor blades p 153 N84-102 153 N84-10211 Fermated analysis of the aeroelastic behavior of tail n 16 N84-11129 p 156 NB5-17058 Repair of composites HELICOPTER WAKES Technical evaluation report on the Fluid Dynamics Panel Specialists' Meeting on Prediction of Aerodynamic Loads on Rotorcraft p 75 N83-25682 AGADD.AB.1891 HELICOPTERS A mm-wave collision warning device for helicol p 163 N83-30895 Prehminary Design of Aeroelastic Consideratio I AGARD-CP-3541 n 14 N84-11116 in the development p 16 N84-11126 Aeroelastic design cor of helicopters olity require ence of aeroe NB4-11127 helicopter design ign of high speed p 16 N84-11128 in the preliminary design of p 16 N84-11130 thiness p 30 N84-15090 The role of seroelesticity elicopter rotors Army helicopter crashworthi Helicopter fatigue design guide p 90 N84-20513 AD.A1389631 rmal constraints in a helicopter during long duration p 209 N84-21078 Propeller and rotor noise testing in as aeroacoustic wind p 35 N84-23583 Current design requirements for cor rosion control or N84-25616 helicopters The inti interpretation of design requirements for p 38 N84-25617 multi-market helicopters Aermedical Support in Military Helicopter Operations [AGAR0-LS-134] p 212 N84-26279 orressful mission profiles, part 1 p 212
Stressful mission profiles, part 2 Wolgue
Visual problem-N84-26279 N84-26281 Workload and teaning loss associated with hi p 212 N84-26285 Thermal control proble / helicopters p 212 N84-26286 nedical evacuation p 213 N84-26289 and rescue operations Operational Loads Data | AGARD-CP-375 | p 44 N85-15664 Helicopter data acquisition in WHL p Helicopter Guidance and Control System p 46 N85-15676 ms for Battlefield Support (AGARD-CP/359) D 54 NB5-16797 agement syste for battlefield support p 55 N85-16799 display system A Computer-generated topogravigation and mission planning p 55 N85-16800 p 55 N85-16801 Map display for helicopters Development of a Helicopte egrated navigation p 55 N85-16802 Standard Attitude Heading Re nce System (SAHRS) p 55 N85-16804 ili scale development program integrated control and display sys ems for helicopts p 56 N85-1680 eld mission manage Recent methods for calibrating the anemome elecopters at low speeds p 56 N85-LPI-radar for helicopter obstacle warming p 56 NB5-16809 rning p.56 N85-13810 Advanced flight simulation for he p 57 N85-16815 Development and flight test concept p 58 N85-16821 ble, precision landing syst

Gears and Power Tran

Summary of drive-train cor

Current transmission systems

telecopter transmission lubricants

Case depth on flanks of gears

tic vibration analysis techniques

AGABO-CP-3691

wind tunnel testing p 13 N83-30383

116 N86-29857

p 92 N85-23772

turbine cycles

Fine filtration. An attractive route towards lower

n gearbox N85-23794 Transmis developmé ogies and certification p 95 N85-23795 Do new aircraft need new technoliles? Establis of standards for helicopter and turboprop pow power transmission p 95 N85-23796 The use of a self-compan the helicopter economical navigation sys N85-26650 The evaluation of ACS for h simulation studies to preliminary design p 121 N85-26737 ACT applied to helicopter flight p 122 N85-26738 The evolution of active control technology systems for e 1990's helicopter p 124 N85-26758 Helicopter Aeromecha [AGARD-LS-139] p 69 N85-28913 Helicopter aeromecha p 69 N85-28914 in heliconte Rotorcraft noise Recent developments in the dy p 70 N85-28917 p 70 N85-28918 p 70 N85-28919 The role of simulation nd flying qualities p 70 N85-28920 wept oscillating wings p 143 N86-27226 testing for performan Dynamic stall of swept and u A critical look at dynamic si lation of viscous flow n 143 NR6.27230 HELMET MOUNTED DISPLAYS nted display p 89 N86-26322 Evaluation of helicopter t-mounted display p 222 N86-26806 HELMETS aircraft pilots of the future HEMODYNAMIC RESPONSES Value of the tilt table in the exploration of circulatory p 211 NB4-21095 tunction

Value of the lower body negative pressure test in aerospace medicine

p 211 N84-21096

Methods and major findings of cardiovascular exploration involving the human centrifuge p 212 N84-21097 HIERARCHIES Validation of missile system simulation (AGARD-AR-206) p 142 N86-27350 Aeroelastic tailoring of high-ass p 15 N84-11119 wings in the transonic regime HIGH ENERGY INTERACTIONS Response of propellants to high p 59 N85-17035 uses of gun launch techniques HIGH ENERGY PROPELLANTS p 60 N85-17038 HIGH FREQUENCIES Modern HF communications [AGARD-LS-127] Propagation 1. State of th p 158 N83-30862 of modelling and p 158 N83-30864 prediction in HF propagation Introduction to coding for HF p 159 N83-30866 Modern HF communication p 159 NB3-30867 Signal and noise vanability in high frequency skywave thouservice planning p 161 N83-30881 dio-service planning
The application of real-time mod el update by oblique plication of real-wife moderning p 161 N83-30883 Occupancy measurements across the entire HF pectrum p 164 N83-30902 F-region variability and HF-propagat ition p 203 N84-15658 limitations at HF by from oblique sounder p 204 N84-15660 Determination of propagation real-time update of a compu p 62 N85-22360 ems for Helicopters data diagnostics in the p 204 N84-15661 On the utilization of ionospheri single-site location of HF emitters p 91 N85-23765 Tactical HF communication for military helicopters using p 56 N85 16807 ent technology in p 91 N85-23766 p 91 N85-23767 p 91 1485-23788 the NVIS mode Multipath and Doppler observations during transatiantic igital HF propagation experiments p 174 N85-19281 digital HF propagation exp An ionospheric mode detection system for HF ate of the art assessment of turboprop transmission logy and projected needs for the next generation p. 92 N85-23770 real time channel p.176 N85-19293 An H.F simulator for use with for helicopter ng for improved HF p 177 N85-19298 Time and space domain p 93 N85-23780 Condition monitoring of helicopter gearboxes using communicate na developments for p 177 N85-19299 Overwew of RADC adapts p 95 N85-23790

HELICOPTER ENGINES

Helicopter air inlets. Design pro and correlations with flight data

HELICOPTER PROPELLER DRIVE

Heat exchangers in regenerate

Senal data transmission with large output on the HF	Full coverage impingement heat transfer: The variation	A review of US Army aircrew-aircraft integration research
channel p 178 NB5-19305	in pitch to diameter ratio at a constant gapp	programs p 57 N85-16814
The Ferranti Tactical SHF SATCOM station	p 114 N86-29846 HOLOGRAPHIC INTERFEROMETRY	Human Factors Considerations in High Performance
(MANSAT) p 233 N85-20759 Technical evaluation report on the	NDE techniques for composite laminates	Aircraft (AGARD-CP-371) p 228 N85-19653
ElectromagneticWave Propagation Panel Symposium on	p 152 N84-10205	Aircrew and avionics: Friends or Foes?
Propagation Effects on Military Systems in the High	HOLOGRAPHY The application of diffraction optics techniques to laser	p 228 N85-19654
Latitude Region [AGARD-AR-218] p 180 N86-24903	eye protection p 224 N86-26821	Military pilot ergonomics p 228 N85-19655 Implications of guidance and control technology on
Propagation Effects on Military Systems in the High	HOMING	human factors considerations p 228 N85-19656
Latitude Region	Control aspects as elaborated in space rendezvous simulations p 139 N84-24616	Observations of physiological and psychological effects
[AGARD-CP-382] p 181 N86-27531 lonospheric Modelling and HF radio systems at high	HOMING DEVICES	of terrain following flight based on in-flight test experience p 229 N85-19657
latitudes p 183 N86-27543	Design and simulation of an intelligent missile seeker p 2 N83-22100	experience p 229 N85-19657 Impact of future aircombat characteristics on pilot
High latitude spatially adaptive propagation experiment	Seeker systems simulation, present capability and future	performance and cockpit design p 229 N85-19661
p 183 N86-27544 Techniques for improving the reliability of mobile HF	technology p 142 N84-31254	Electronic displays: Their strengths and weaknesses
communications over high-absorption paths	Homing head imperfections altering missile guidance p 142 N84-31256	for advanced high performance aircraft p 230 N85-19664
p 183 N86-27545 Optimisation des systems of transmission numerique	Preguidance and piloting with the aid of composite	Changing system and display concepts and their impact
transauroraux en ondes decametriques optimization of H.F.	inertial sensors p 67 N85-26646 VLSI control structures p 188 N86-28348	on aircrew performance p 230 N85-19665
digital radio systems at high latitudes	HONEYCOMB STRUCTURES	Some effects of display format variables on the perception of aircraft spatial orientation
p 183 N86-27547 Spectral characteristics of high frequency waves	Composite repair of aircraft structures	p 230 N85-1966
backscattered by small scale F region irregularities:	p 156 N85-17059 HORIZONTAL FLIGHT	Pilot workload, performance and aircraft contro
Evidence of strong sub-auroral ion flow p 184 N86-27550	V/STOL maneuverability and control	autoniation p 231 N85-19670 The F-18: A new era for human factors
On the relationship of F-region structure in the dayside	p 40 N84-25632 HORIZONTAL ORIENTATION	p 231 N85-1967
auroral oval to HF backscatter signatures attributed to the	Value of the tilt table in the exploration of circulatory	Aircrew-aircraft integration issues in future US Arm
polar cusp p 184 N86-27552 Observations of very high latitute ionospheric	function p 211 N84-21095	helicopters p 231 N85-1967; Some quantitative methodology for cockpit design
irregulanties with the Good Bay HF radar	HORIZONTAL SPACECRAFT LANDING Active control technology experience with the Space	p 89 N86-2632
p 184 N86-27553	Shuttle in the landing regime p 126 N85-27900	Night vision support devices: Human engineering
Statistics of auroral radio absorption in relation to prediction models p 185 N86-27557	HORIZONTAL TAIL SURFACES	integration p 223 NB6-2680i Micro-heads-up display for enhancement of night vision
HIGH GRAVITY ENVIRONMENTS	The influence of V/STOL on wing design and tailplane design p 39 N84-25627	goggle operations p 223 N86-26809
Methods and major findings of cardiovascular	HORMONES	Human factors: The Cinderella discipline in cockpi interface design p 225 N86-2682
exploration involving the human centrifuge p 212 N84-21097	Sustained physical activity in diverse situations:	interface design p 225 N86-26825 Medical selection and physiological training of fighte
Physical training and G tolerance p 221 N85-31824	Metabolic and hormone data p 209 N84-21077 HOT WORKING	pilots: A 1985 perspective and overview
Centrifuge operations and training in the Royal Netherlands Air Force p 221 N85-31825	Process Modeling Applied to Metal Forming and	p 226 N86-3031
HIGH LEVEL LANGUAGES	Thermomechanical Processing [AGARD-LS-137] p 158 N85-15086	Selection procedures for F-16 pilots in the Belgian Ai
Building in integrity to a higher order language p.3 N83-22107	HOT-WIRE ANEMOMETERS	Force p 221 N85-3182
Operational flight program development with a higher	Instabilities in trailing vortices: Flow visualization using	HUMAN PERFORMANCE Incident reporting: Its role in aviation safety and the
order language p 5 N83-22125	hot-wire anemometry p 76 NB4-12103 HOVERING	acquisition of human error data p 29 N84-1508
The use of high order languages on microprocessors p 5 N83-22126	Layout considerations and types of V/STOL aircraft	Sustained Intensive Air Operations: Physiological and Performance Aspects
HIGH RESOLUTION	p 40 N84-25629 HUMAN BEHAVIOR	[AGARD-CP-338] p 207 N84-2106
Monolithic 6 bit subconverter for high speed, high	Behavioral and subjective workload metrics for	Conceptual framework for the development of workloa
resolution A/D conversion systems p 189 N86-28354 HIGH REYNOLDS NUMBER	operational environments p 207 N84-21065	metrics in sustained operations p 207 N84-2106: The U.S. Air Force neurophysiological workload tes
Operational experience with the National Transonic	Aircrew-aircraft integration issues in future US Army helicopters p 231 N85-19672	battery. Concept and validation p 207 N84-2106
Facility p 32 N84-23565 The European Transonic Windfunnel (ETW)	Psychological components in the development and	Behavioral and subjective workload metrics to operational environments p 207 N84-2106.
p 32 N84-23566	prevention of air sickness p 217 N85-20659 HUMAN CENTRIFUGES	Circadian rhythms and sustained operations
The 310 airbus test in the ONERA wind tunnel Flight-wind tunnel comparison p 35 N84-23587	Crew station evaluation in a dynamic flight simulation	p 207 N84-2106
Flight-wind tunnel comparison p 35 N84-23587 The Kryo-Kanal-Koeln (KKK) project: Description of	facility p 27 N84-15069	The effects of sleep loss and sustained mental work implications for command and control performance
tunnel conversion, insulation, controls, instrumentation,	Methods and major findings of cardiovascular exploration involving the human centrifuge	p 208 N84-2106
operational expenence and first preliminary test results p 134 N86-20426	p 212 NB4-21097	Adaptation to irregularity of rest and activity p 208 N84-2107
The European Transonic Windtunnel (ETW) project	Susceptability to kinetoses and the amplitude perceived from sensory illusions p 215 N85-20651	Some issues in research on effects of sustained wor
p 134 N86-20427	Centrifuge operations and training in the Royal	and sleep loss on performance p 208 N84-2107
Aeroelastic considerations in the design of high speed	Netherlands Air Force p 221 N85-31825	Hypnotics and air operations p 208 N84-2107 Attention, performance, and sustained activation is
rotors p 16 N84-11128	HUMAN FACTORS ENGINEERING Human factors aspects of displays p 96 N83-30415	military air traffic controllers p 209 N84-2107
Some comments on the hazards associated with manoeuvring flight in severe turbulence at high speed and	Cockpit environment p 96 N83-30416	The multiple resources model of human performance
low altitude p 30 N84-15089	Speaker differences in speech and speaker recognition p 166 N83-34184	Implications for display design p 230 N85-1966 Laboratory tests of motion sickness susceptibility
Advanced gearbox technology in small turbo propeller engines p 92 N85-23771	Voice technology in Navy training systems	p 215 N85-2064
engines p 92 N85-23771 HIGH TEMPERATURE	p 166 N83-34188	Space motion sickness monitoring experimen Spacelab 1 p 216 N85-2065
Life prediction at high temperature under multiaxial	Avionics/crew station integration p 23 N84-15042 Combined visualization p 23 N84-15043	Psychological components in the development an
loading p 106 N85-15745 Expenences with the material bevayiour and high	Guidelines and criteria for the functional integration of	prevention of air sickness p 217 N85-2065 Permanent visual change associated with punctat
temperature low cycle fatigue life prediction of the IN 738	avionic systems with crew members in command	foveal lesions p 225 N66-2682
blading alloy p 106 N85-15746	p 23 N84-15044 New flight deck design in the light of the operational	HUMAN REACTIONS
Mechanical aspects of high temperature coatings p 106 N85-15749	capabilities p 31 N84-15097	Conceptual framework for the development of worklos metrics in sustained operations p 207 N84-2106
Multiaxial and thermomechanical fatigue considerations	Certification expenence with methods for minimum crew	The U.S. Air Force neurophysiological workload te
in damage tolerant design p 109 N86-25375 HIGH TEMPERATURE GASES	demonstration p 32 N84-15101 Pilot human factors in stall/spin accidents of supersonic	battery: Concept and validation p 207 N84-2106 Stressful mission profiles, part 2: Workload an
Hot gas APU starter for advanced aircraft applications	fighter aircraft p 32 N84-15102	fatigue p 212 N84-2628
p 99 N84-12178	Sustained Intensive Air Operations: Physiological and	HUMÂN TOLERANCES
Boundary-layer linear stability theory	Performance Aspects [AGARD-CP-338] p 207 N84-21062	Selected factors affecting aircrew performance durin sustained operations p 208 N84-2107
p 193 N84-33759	Psycho-ergonomic problems presented by the	Aermedical Support in Military Helicopter Operation
Special course on V/STOL aerodynamics: An assessment of European jet lift aircraft	prolonged wearing of gas masks p 208 N84-21073	[AGARD-LS-134] p 212 N84-2627
(AGARD-R-710-ADDENDUM) p 66 N65-25188	Human factors of air operations in the South Atlantic campaign p 209 N84-21080	Thermal control problems in military helicopters p 212 N84-2628
HOLE GEOMETRY (MECHANICS)	campaign p 209 N84-21080 Review of occupational medicine relevant to aviation	Tolerance, fatigue, physiological and performance
Effects of hole geometry, wall curvature and pressure gradient on film cooling downstruem of a single row	medicine p 213 N84-33012	effects of sustained and oscillating lateral accelerations p 229 N85-1965
	Assessing pilot workload in flight p 42 N84-34408	
gas turbine cooling p 112 N86-29831		Physical training and G tolerance p 221 N85-3182
A model for correlating flat plate film cooling	Operational requirements versus technological	Centrifuge operations and training in the Roya
A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840	Operational requirements versus technological capabilities p 55 f 35-16798	Centrifuge operations and training in the Royl Netherlands Air Force p 221 N85-3182
A model for correlating flat plate film cooling effectiveness for rows of round holes	Operational requirements versus technological	Centrifuge operations and training in the Roya

HYBRID NAVIGATION SYSTEMS

HYBRID NAVIGATION SYSTEMS Terrain following without use of forward tooking	Thermal imaging for avionic applications p 13 N83-34893	INDIUM Optically bistable devices using InSb
sensors p 69 N85-26659	Functional built-in-test in a pipelined image processor	p 236 N85-29758
HYDRAULIC EQUIPMENT Auxiliary Power Systems	p 48 N85-16740 A modern approach of a synthetic aperture radar	INDUCTION HEATING The heat sensitivity of solid propellants
[AGARD-CP-352] p 98 N84-12168 Hydraulic generation of auxilliary power for the Mirage	processor and its technological aspects	p 60 N85-17043
2000 aircraft p 99 N84-12176	p 235 N85-20778 High speed digital image processing functions for a	Occupational Medicine Relevant to Aviation Medicine
Active control landing gear for ground load alteviation p 127 N85-27902	realtime synthetic aperture radar processor	[AGARD-CP-341] p 213 N84-33011 Review of occupational medicine relevant to aviation
HYDRAZINES	p 189 N86-28355 Mission benefits of a very high throughput image tracker	medicine p 213 N84-33012
Occupational Medicine Relevant to Aviation Medicine [AGARD-CP-341] p 213 N84-33011	system p 191 N86-28365	Hydrazine toxicology: Impact on safety and health in military aviation p 213 N84-33013
Hydrazine toxicology: Impact on safety and health in military aviation p 213 N84-93013	IMAGE RESOLUTION Cathode ray tubes p 96 N83-30417	INERTIAL GUIDANCE Gyrolaser guidance system for medium range missiles
Handling of hydrazine in the Royal Danish Air Force	IMAGING TECHNIQUES	p 67 N85-26649
p 213 N84-33014 Hydrazine and the F-16 p 221 N85-31826	Modern Display Technologies for Airborne Applications	INTERTIAL NAVIGATION Integration of fire control, navigation system and head
HYDRODYNAMICS	[AD-A129876] p 96 NB3-30414	up display p 18 N84-12060 Potential impact of Navstar GPS on NATO tactical
Turbulent drag reduction for external flows p 84 N86-15271	Image generation on matrix displays p 96 NB3-30418	operations p 233 N85-20763
Direct, in-situ measurements of irregularities in the mesosphere (85 - 50 km) at 69 deg N (Andenes,	Seeker systems simulation, present capability and tuture technology p. 142 N84-31254	Avionics Flight Evaluation System (AFES) p 62 N85-22357
Norway) p 185 N86-27559	A modern approach of a synthetic aperture radar	Combinatorial performance/cost analysis of an
HYDROMECHANICS The 400 Hz generators evolution, effects on installation	processor and its technological aspects p 235 N85-20778	autonomous navigation system for aircraft p 66 N85-26640
arrangements p 100 N84-12186	The sensing and display of three-dimensional	Navigation: Accounting for copy p 66 N85-26641 Low cost two gimbal inertial platform and its system
HYDROMETEOROLOGY Multiple diffusion by hydrometeorology: A numerical	information with emphasis on solid modelling: Status and applications p 197 N86-19631	integration p 69 N85-26661
simulation p 162 N63-30890 HYGIENE	Aeromedical lessons learned with night vision devices	INERTIAL PLATFORMS Low cost two gimbal inertial platform and its system
Review of occupational medicine relevant to aviation	p 223 N86-26810	integration p 69 N85-26661
medicine p 213 N84-33012 HYPERSONIC FLOW	IMPACT DAMAGE The effect of damage on the tensile and compressive	INERTIAL REFERENCE SYSTEMS Inertial references based on single mode optical fiber
On the generation of vortical flow at hypersonic speeds	performance of carbon fibre laminates p 154 N84-10213	waveguides p 13 N83-34896
over elliptical cones p 78 N84-12114 HYPOXIA	Behavior of idealized discontinuities and impact	INFERENCE Applications of expert systems p 198 N86-19634
Hypobaric training of flight personnel without	damages in CFRP under fatigue loading p 154 N84-10214	INFORMATION DISSEMINATION
compromising quality of life p 228 N86-30327 HYSTERESIS	IMPACT LOADS	Organizational structure and operation of defence and aerospace information centers in the Federal Republic of
An experimental nonlinear optical waveguide device	Crack growth in propellants p 59 N85-17034	Germany p 239 N83-31532 Information analysis centres and services
p 237 N85-29762	IMPACT RESISTANCE Army helicopter crashworthiness p 30 N84-15090	p 240 N83-31538
ŧ	IMPACT TESTING MACHINES	Status and future of the use of numerical and factual data p 241 N84-17060
-	A survey of biorlynamic test devices and methods (AD-A142467) p 132 N84-29894	Types of technical content of data
ICE lice depolarization on low-angle 2 GHz satellite	IMPACT TESTS	p 241 N84-17061 Dissemination of data and information
downlinks p 169 N84-24946 ICE FORMATION	Sensitivity tests for solid propellants in Germany p 58 N85-17028	p 242 NB4-17066
Weather hazard simulation in the Modane	IMPEDANCE	General review of numerical data bases p 242 N84-17067
wind-tunnels {NASA-TM-77069} p 130 N83-30438	Physical modeling of EM propagation over nonhomogeneous terrain p 167 N84-12370	Progress toward a coordinated system of databases covering the engineering properties of materials
Rotorcraft icing technology An update	A 3-D Euler method for internal transonic flows	p 242 N84-17068
p 29 N84-15084 ICE MAPPING	computation with a multi-domain approach	Data organisations and their management p 242 N84-17069
HF over-the-horizon mapping of the Greenland icecap p 203 N84-15654	p 196 N85-32298 IMPROVEMENT	INFORMATION MANAGEMENT
IFF SYSTEMS (IDENTIFICATION)	Land vehicle corrosion management	Use of Scientific and Technical Information in the NATO Countries
Integration of ICNIA into advanced high performance fighter aircraft p 26 N84-15059	p 157 N85-33246 HMPURITIES	[AGARD-CP-337] p 239 N83-31531
ILLUMINANCE	Trace elements in superations and the implications for recycling p 151 N84-33484	Organizational structure and operation of defence and aerospace information centers in the Federal Republic of
Night vision support devices. Human engineering integration p 223 N86-26808	IN-FLIGHT MONITORING	Germany p 239 N83-31532
ILLUMINATING	Experimental methods in flight for the measurement of control characteristics p 119 N84-10091	Royal Netherlands Armed Forces Scientific and Technical Documentation- and Information-Center
Multifrequency scattering for target characterization and identification. A summary of recent results	The Holter method in aeronautical medicine	(TDCK) p 239 N83-31533
p 204 N84-15663	p 210 N84-21087 Assessing pilot workload in flight p 42 N84-34408	The Italian Defence Scientific and Technical Documentation Centre p 239 N83-31534
Visual and spectroradiometric performance criteria for Night Vision Goggles (NVG) compatible aircraft interior	Flight testing and real time data processing for	Organizational structure and operation of
tighting p 222 NB6-26807	development and integration of weapon systems p 43 N84-34415	defense/aerospace information centers in the United States of America p 240 N83-31535
ILLUSIONS Susceptability to kinetoses and the amplitude perceived	Tornado: Structural Usage Monitoring System (SUMS) p.46 NB5-15680	Scientific and technical report services
from sensory illusions p 215 N85-20651	Flight parameters recording for structure tatigue life	p 240 N83-31536 Data acquisition and processing in sea-level test beds
MAGE ANALYSIS The impact of VLSI on guidance and control system	monitoring p 47 N85-15682 USAF approach to airborne structural data recording	p 132 N84-25730
design p 68 N85-26654	Airborne Data Acquisition Multifunction System (ADAMS)	IMFORMATION RETRIEVAL Benefits to universities of a coordinated information
The sensing and display of three-dimensional information with emphasis on solid modelling: Status and	p 47 N85-15683	structure p 240 N83-31542
applications p 197 N86-19631	All-optical logic gates with external switching by laser and incoherent radiation p 237 N85-29766	Sources generating and reporting numerical and factual data p. 241 N84-17062
IMAGE CONTRAST Sensitivity to color contrasts and the selection of	INCOMPRESSIBLE FLOW	Extraction and compilation of numerical and factual
navigator personnel p 227 N86-30318	Computational vortex flow aerodynamics p 78 N84-12117	data p 241 N84-17063 Graphic and visual presentation of aerospace date
Image dissector tube star trackers performance:	Simulation of turbulent flows with a point vortex	p 243 N84-21431
Advantages and drawbacks as compared to those of charge transfer device star trackers p 138 N84-24606	method p.78 N64-12119 Description and prediction of transition in	Automated document request and delivery systems in the United Kingdom p 244 N84-21436
IMAGE ENHANCEMENT	two-dimensional, incompressible flow p. 193 N84-33758	INFORMATION SYSTEMS
Visual Protection and Enhancement [AGARD-CP-379] p 222 N86-26802	INCONEL (TRADEMARK)	Use of Scientific and Technical Information in the NATO Countries
IMAGE INTENSIFIERS	Inconel 718 alloy resistance to crack propagation p 105 N85-15740	[AGARD-CP-337] p 239 N83-31531
Image intensifiers. Past and present p 222 N86-26803	Expenences with the material bevaviour and high	On line information. The Italian situation p 240 N83-31539
IMAGE PROCESSING	temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746	Comparison of networks for document access
Modern Display Technologies for Airborne Applications	INDEXES (DOCUMENTATION)	p 241 N83-31543 Open systems interconnection for the defence
(AD-A129876) p.96 N83-30414	Information analysis centres and services p 240 N83-31538	community p 242 NB4-21426
Human factors aspects of displays p 96 N83-30415 The status of LLTV for avionic applications	INDICATING INSTRUMENTS The multiple resources model of human performance	The iNet Gateway trial p 242 N84-21427 Sharing command languages and software
p 13 NB3-34892	Implications for display design p 230 N85-19669	p 243 N84-21428

The application of management techniques to defence Inertial references based on single mode optical fib Radio regulatory aspects of frequency sharing p 160 N83-30877 and other information services: The British approach waveguides Fault tolerant spaceborne computer p 13 N83-34896 p 243 N84-21433 International information exchange Management of aerospace contract documentation by p 138 N84-24607 p 243 N84-21434 p 240 N83-31537 industry and government Built-in test and self repair mechanisms in a digital Computer-based conferencing INTERPLANETARY MAGNETIC FIELDS p 244 N84-21435 correlator integrated circuit p 48 N85-16741 Design for tactical avionics maintainability, technical Solar-terrestrial relationships in the high latitude region The multiple resources model of human performance: Implications for display design p 230 N85-19669 p 181 N86-27532 evaluation report [AGARD-AR-204] The interactive generation of specifications for an inboard software series (GISELE) p 127 N85-27906 INTERPROCESSOR COMMUNICATION [AGARD-AR-204] p 97 N85-23798
Technical evaluation report on Avionics Panel
Specialists' Meeting on Digital Optical Circuit Simulation requirements to support the development of a fault tolerant avionic system INFORMATION THEORY INVISCID FLOW HF system design principles Visual perception in systems p 158 N83-30863 Viscous Effects in Turbomachines [AGARD-AR-202] p 236 N85-26367 management in p 214 N84-33017 The impact of VLSI on guidance and control syste [AGARD-CP-351] p 100 N84-16188 aeronautics p 68 N85-26654 Progress in computation of viscous inviscid interaction Hardware/software codesign for maintainable syste design The potential of semiconductors for optical integrated p 50 N85-16753 Data stimulated on-line-checking (IROLD) p 100 N84-16189 p 238 N85-29768 Application of an inviscid-viscous interaction method to The Impact of Very High Performance Integrated Circuits p 50 N85-16754 transonic compressor cascades p 100 N84-16190 on Radar, Guidance and Avionics Systems INTRARED IMAGERY A viscid inviscid interaction procedure for two [AGARD-CP-380] Seeker systems simulation, present capability and future p 187 N86-28337 dimensional cascades p 100 N84-16191 Monolithic silicon bipolar circuits technology p 142 N84-31254 p 234 N85-20768 p 187 N86-28342 A coupling method for the inverse mode calculation of Civil weather satellite systems A comparison of the radiation hardness of various VLSI transonic internal flows with a shock wave Meteorological and oceanographic support during the Falklands conflict p 234 N85-20769 p 101 N84-16194 technologies for defense applications p 234 N85-20769 Recent advances in computational methods to solve Charge processing in infrared CCD-sensor-arrays p 188 N86-28344 the high-lift multi-component airfoil problem The impact of VLSI on integrated circuit radiation p 191 N86-28363 p 51 N85-16774 INFRARED RADAR p 188 N86-28345 The use of fault tolerant and testable high performance Inviscid compressible flow past a multi-element Radar and infrared remote sensing of terrain, water integrated circuits for improved military electronic system aerofoil p 51 N85-16776 resources, arctic sea ice, and agriculture p 202 N84-15651 Theoretical study of boundary-layer control p 188 N86-28347 valiability

Monolithic 6 bit subconverter for high speed, high esolution A/D conversion systems p 189 N86-28354 The Impact of Very High Performance Integrated Circuits p 52 N85-16784 resolution A/D conversion systems p 189 N86-Processing requirements for radar digital beamfor An analysis of flow models: From Navier-Stokes to on Radar, Guidance and Avionics Systems potential flow equations [AGARD-CP-380] p 195 N85-32295 Numerical solution of the Navier-Stokes equations for INFRARED RADIATION 3-D internal flows: An emerging capability A floating point processor for missile guidance The effects of meteorology on marine aerosol and optic and in propagation p 169 N84-24950 p 191 N86-28366 p 196 N85-32300 The application of high-performance integrated circuits Calculation of 3-D flow without numerical mixing for airport fire control radars Design and simulation of an intelligent missile p 192 N86-28369 p 196 N85-32301 The impact of VHPIC on avionic system archit Test cases for inviscid flow field methods p 2 N83-22100 AGARD-AR-211 Seeker systems simulation, present capability and future p 193 N86-28372 p 82 N86-15256 INTEGRATED ENERGY SYSTEMS Objectives and scope of the Working Group 07 p 142 N84-31254 INJECTION Super integrated power unit for fighter aircraft p 82 Transonic shock interaction with a tangentially-injected rbulent boundary layer p 54 N85-16796 Prediction of the drag of wings at subsonic speeds by p 100 N84-12183 INTEGRATED OPTICS viscous/inviscid interaction techniques turbulent boundary layer Digital Optical Circuit Technology [AGARD-CP-362] INJURIES p 84 N86-15274 Unsteady flows: Fundamentals and applications Systematic radiographic examination of the spine for p 236 N85-29757 selection of F-16 pilots: A preliminary report nts using dielectric p 238 N85-29767 Integrated electrooptical componen p 143 N86-27225 Unsteady boundary-layer separation on airfoils p 227 N86-30323 INLET AIRFRAME CONFIGURATIONS performing large-amplitude oscillations: Dynamic stall p 144 N86-27231 Integrated control and display systems for helicopter non-steady flow in engine face. battlefield mission management measurements through a side and bottom engine air inlet duct p 37 N84-23600 attlefield mission management p 56 N85-16805 Numerical optical computing at the Ohio State piversity p 239 N85-29775 Unsteady three-dimensional flow theory via material duct p 148 N86-27260 ION DENSITY (CONCENTRATION) INLET FLOW INTELSAT SATELLITES Observations of the mid-latitude ionospheric trough from ntarctica p 184 N86-27554 Effects of a skewed inlet end wall boundary layer on Fading statistics of C-band satellite signal during sola maximum years (1978 - 1980) p 163 N83-30900 INTERACTIONAL AERODYNAMICS the 3-D flow field in an annular turbine cascade ION PLATING p 102 N84-16202 p 163 N83-30900 Turbulent diffuser flow studies related to the design of Coatings for fuel economy or materials substitution Calculation of unsteady transonic separated flows by scous-inviscid interaction p 64 N85-25178 the ETW diffuser p 151 N84-33477 p 33 N84-23572 Disturbances from ventilated tunnel walls in aerotoil p 33 N84-23573 Experience in engine face, non-steady, flow p 64 N85-25178 testing INTERCEPTION Progress in modelling the polar ionosphere from LPI-radar for helicopter obstacle warning netosphere parameters p 185 N86-27556 IONIZING RADIATION neasurements through a side and bottom engine air inlet p 56 N85-16810 INTERFACES The impact of VLSI on integrated circuit radiation p 37 N84-23600 Interest of internal bleed for a two-dimensional arr inter-perating in a winter the Connecting aircraft and external loads p 188 N86-28345 operating in a wide Mach number range (1.8-3 plus) p 23 N84-15046 IONOGRAMS AFTI/F-16: An integrated system approach to combat Automatic electron density profiles from p 54 N85-16793 INLET NOZZLES ionograms p 204 N84-15659 p 26 N84-15063 On the utilization of ionospheric diagnostics in the The man-machine interface in Turbulent diffuser flow studies related to the design new generation p 31 N84-15096 the ETW diffuser nercial aircraft -site location of HF emitters p 33 N84-23572 p 204 N84-15661 Observations of the mid-latitude ionospheric trough from ntarctica p 184 N86-27554 Interest of internal bleed for a two-dimensional air intake Hardware/software codesign for mair operating in a wide Mach number range (1.8-3 plus) p 50 N85-16753 Antarctica INTERFERENCE Half-model testing in the NLR high spe Propagation Effects on Military Systems in the High Latitude Region [AGARD-CP-382] p.181 N86-27531 INSPECTION HST: Its technique and application p 35 N84-23588 service NDI of composite structures: An assessment of current requirements and capabilities p 181 N86-27531 Observations with an ionosonde in Northern Germany near the mid-latitude trough p 183 N86-27548 On the relationship of F-region structure in the dayside auroral oval to HF backscatter signatures attributed to the Aircraft Drag Prediction and Reduction [AGARD-R-723] p 155 N84-10220 Corrosion management strategies for aircraft and re p 83 N86-15266 systems p 156 N85-33239 Parasitic and interference drag prediction and p 84 N86-15272 Relating corrosion maintenance to environ reduction factors INTERFERENCE GRATING p 157 N85-33247 p 184 N86-27552 Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference filters Limitations of manual NDT systems and the No Eyes IONOSPHERE Propagation 2. Problems in HF propagation p 108 N86-25365 INSTRUMENT COMPENSATION p 237 N85-29765 p 159 N83-30870 INTERFEROMETRY Fading statistics of C-band satellite signal during solar use of a self-compensated magnetometer in an ects for parallel nonlinear optical signal processing economical navigation system for the h maximum years (1978 - 1980) p 163 N83-30900 helicopt p 67 using GaAs etalons and ZnS interference Total electron content and L-band amplitude and phase N85-26650 ence filters p 237 N85-29765 INSTRUMENTS scintillation measurements in the polar cap ionosphere Advanced experimental methods for monitoring the phavior of small cracks p 109 N86-25374 Integration of a new sensor on to an existi Variability of transionospheric signal time delay at high behavior of small cracks p 14 N83-34901 INSULATION INTERGRANULAR CORROSION titudes near solar minimum p 181 N86-27536 Observations with an ionosonde in Northern Germany ic cryogenics and materials Trace elements and residual elements in superalloys INTEGRAL EQUATIONS near the mid-latitude trough p 152 N84-33487 lonospheric factors affecting the performance of HF sky-wave sea-state radars at high latitudes p 183 N86-27548 Numerical simulation of stalling flows by an inter-INTERMODULATION Effect of leap length on the quality of large capacity umerical linkages p 170 N84-24954 equation method tion method p 102 method imputing the three dimensional boundary layer in a p 102 N84-16200 pressor Formation and detection of high latitude ionospheric regularities p 185 N86-27558 numerical linkac INTERNAL WAVES Unsteady turbulent boundary layers: Experimental and irregularities p 185 N86-275 Conductivity profiles of the disturbed polar ionosphe Lidar remote sensing of internal waves and optical Conductivity profiles or the second P 186 N86-275bu from VLF reflection data p 186 N86-275bu Effects of the ionosphere on ELF signals during polar cap absorption events: Comparison of theory and p 186 N86-27562 p 144 N86-27235 p 205 N84-15670 INTEGRATED CIRCUITS INTERNATIONAL COOPERATION Anemobarometric systems for next generation aircraft - architecture for air data systems p 2 N83-22101 Air traffic services in Portugal: Civil-military coordination p 86 N83-22183 p 2 N83-22101

aspects

Active control landing gear for ground load alleviation p 127 N85-27902

IONOSPHERIC DISTURBANCES	Statistics of auroral radio absorption in relation to	
Anomalous absorption effects produced by high power	prediction models p 185 N86-27557	JOUKOWSKI TRANSFORMATION Modelling of the vortex-airfoil interaction
radio waves in the high latitude ionosphere p 160 N83-30878	Conductivity profiles of the disturbed polar ionosphere	p 148 N86-27262
The development of an ionospheric model thesaurus	from VLF reflection data p 186 N86-27560	,
and user's guide p 161 N83-30884	A study of ULF propagation at high southern latitudes using stencs p 186 NRs.27561	K
Propagation effects in satellite-borne synthetic aperture radars p.202 NRA-15650	using sterics p 186 N86-27561 Effects of the ionosphere on ELF signals during polar	**
radars p 202 N84-15650 The Canadian programme of experimental measurement	cap absorption events: Comparison of theory and	KALMAN FILTERS
of sea-state characteristics by sky-wave radar	experiments p 186 N86-27562	Advances in Strapdown Inertial Systems [AGARD-LS-133] p. 87 N84-25691
p 203 N84-15657	IONOSPHERIC SOUNDING	Reference systems for the evaluation of dead-reckoning
F-region variability and HF-propagation p 203 N84-15658	The variability and predictability of the main F-region trough determined using digital ionospheric sounder data	navigation equipment p 42 N84-34406
Formation and detection of high latitude ionospheric	p 185 N86-27555	Reference systems for the evaluation of dead-reckoning
rregularities p 185 N86-27558	IRREGULARITIES	navigation equipment p 62 N65-22358 KAPTON (TRADEMARK)
IONOSPHERIC ELECTRON DENSITY	Adaptation to irregularity of rest and activity	Electrostatic discharging behaviour of Kapton and other
Ionospheric factors affecting the performance of HF sky-wave sea-state radars p 203 N84-15656	p 208 N84-21070 ISOTOPIC LABELING	dielectric materials in a simulated space environment
Automatic electron density profiles from digital	The contribution of nuclear medicine to cardiology	P 136 N83-30487
ionograms p 204 N84-15659	p 211 N84-21092	MASCOT developments to improve software structure
Total electron content and L-band amplitude and phase scintillation measurements in the polar cap ionosphere	ITALY	and integrity p 4 NB3-22115
p 181 N86-27535	On line information: The Italian situation p 240 N83-31539	KNOWLEDGE
Variability of transionospheric signal time delay at high	ITERATION	The impact of artificial intelligence on airborne maritime reconnaissance p 193 N86-28374
latitudes near solar minimum p 181 N86-27536 IONOSPHERIC HEATING	A short note on recent advances in the adaptive wall	KUTTA-JOUKOWSKI CONDITION
Technical evaluation report on the	technique for 3D-model tests at the TU-Berlin	Unsteady vortex airfoil interaction p 145 N86-27240
ElectromagneticWave Propagation Panel Symposium on	p 33 N84-23571	_
Propagation Effects on Military Systems in the High	•	L
Latitude Region	J	1. A flavores a Table
[AGARD-AR-218] p 180 N86-24903 IONOSPHERIC NOISE	J-85 ENGINE	LABYRINTH Prediction of seasickness susceptibility
A system for measuring the characteristics of the	Problems and possibilities for life extension in gas turbine	
ionospheric channel by digital transmissions	components p 105 N85-15742	LAMINAR BOUNDARY LAYER
IONOSPHERIC PROPAGATION p 175 N85-19287	JAGUAR AIRCRAFT	Laminar flow control - viscous simulation
Propagation effects in satellite-borne synthetic aperture	Certification experience of the Jaguar fly-by-wire demonstrator aircraft integrated flight control system	p 194 N84-33764
radars p 202 N84-15650	p 31 N84-15095	Technology developments for laminar boundary layer control on subsonic transport aircraft p 53 N85-16787
lonospheric factors affecting the performance of HF	Experiences obtained from service fatigue monitoring	Three-dimensional boundary layer research at NLR
sky-wave sea-state radars p 203 NB4-15656	exercises p 45 N85-15672	p 195 N85-25787
The Canadian programme of experimental measurement	An update of experience on the fly by wire Jaguar equipped with a full-time digital flight control system	Brief review of current work in the UK on three
of sea-state characteristics by sky-wave radar p 203 N84-15657	p 125 N85-27893	dimensional boundary layers p 195 N85-25788 Laminar flow control with suction: Theory and
F-region variability and HF-propagation	JAMMING	experiment p 84 N86-15269
p 203 N84-15658	Adaptive protection of detection systems operating by	Design considerations for application of laminar flow
Automatic electron density profiles from digital	spread spectrum p 202 N84-15652	Control systems to transport aircraft p 84 NA6-15270
onograms p 204 N84-15659 Determination of propagation limitations at HF by	Contending with jamming in decametric waves in an adaptive system of all-directional antennas	Calculation of laminar-turbulent boundary layer transition
real-time update of a computer model from oblique sounder	p 202 N84-15653	on turbine blades p 113 N86-29839 LAMINAR FLOW
data p 204 N84-15660	Narrowband spread spectrum systems	Transonic airfoil development p 20 N84-12076
On the utilization of ionospheric diagnostics in the	p 178 N85-19307	Special Course on Stability and Transition of Laminar
single-site location of HF emitters p 204 N84-15661 Correcting radio astronomy interferometry observations	JET AIRCRAFT Requirements, applications, and results of strapdown	Flow
for ionospheric refraction p 170 N84-24957	inertial technology to commercial airplanes	[AGARD-R-709] p 193 N84-33757 Transition description and prediction in
Equatorial transionospheric propagation conditions	p 87 N84-25695	fransition description and prediction in three-dimensional flows p 194 N84-33761
affecting digital communications p 173 N85-19275	Advanced fatigue monitoring on service aircraft	Nonlinear effects in hydrodynamic stability
A system for measuring the characteristics of the ionospheric channel by digital transmissions	JET ENGINE FUELS p 45 N85-15671	p 194 N84-33762
p 175 N85-19287	A jet fuel starter for lowest system life cycle cost	Secondary instability of shear flows p 194 NB4-33763
A modern with pseudo-orthoganal codes. Experimental	D 99 N84-12179	p 194 N84-33763 Laminar flow control - viscous simulation
results p 177 N85-19302	JET ENGINES	p 194 NB4-33764
Error correction coding for a self-adaptive modern: Theoretical and experimental results	Experience in engine face, non-steady, flow measurements through a side and bottom engine air inlet	Aircraft drag reduction technology p 52 N85-16782
p 178 N85-19303	duct p 37 N84-23600	Design studies of thick laminar flow airfolis for low speed flight employing turbulent boundary layer suction over the
Serial data transmission with large output on the HF	Operation and performance measurement on engines	rear part p 53 N85-16786
channel p 178 N85-19305	in sea-level test facilities: Introduction and general	Pneumatic turbulators: A device for drag reduction at
Propagation Effects on Military Systems in the High Latitude Region	Aero/thermodynamic and acoustic considerations in the	Reynolds numbers below 5 million p 53 N85-16791
[AGARD-CP-382] p 181 N86-27531	design of test-beds for turbojets and turbofans	Low Reynolds number vehicles [AGARD-AG-288] p.81 N85-26666
Media effects on systems in the high latitude region	p 131 N84-25725	[AGARD-AG-288] p 81 N85-26666 Aircraft Drag Prediction and Reduction
p 181 N86-27533	Instrumentation techniques in sea level test facilities	[AGARD-R-723] p 83 N86-15266
Total electron content and L-band amplitude and phase scintillation measurements in the polar cap ionosphere	p 131 N84-25727 Performance derivation of turbojets and turbofans from	Aircraft drag reduction technology. A summary
p 181 N86-27535	tests in sea-level test cells p 131 N84-25728	P 84 N86-15267
Variability of transionospheric signal time delay at high	Testing of turboshaft engines p 131 N84-25729	Structural damping of composite materials for space
latitudes near solar minimum p 181 N86-27536	JET EXHAUST	applications p 136 N83-30490
Influence of ionospheric irregularity shape and velocity	Ground based testing without wind tunnels	The effect of space environment on the damping of
on the design of airborne satellite communications systems p 182 N86-27538	JET FLOW p 40 N84-25634	polymer matrix composite p 137 N83-30492
High-latitute scintillations using NNSS satellites	Effectiveness measurements for a cooking film d srupted	Characterization, Analysis and Significance of Defects in Composite Materials
p 182 N88-27540	by a single jet with wall plunging p 114 N86-29844	[AGARD-CP-355] p 152 N84-10203
ionospheric Modelling and HF radio systems at high	JET IMPINGEMENT	Growth of detaminations under fatigue loading
High latitude spatially adaptive propagation experiment	Full coverage impingement heat transfer. The variation in pitch to diameter ratio at a constant gapp.	p 153 N84-10208
p 183 N86-27544	p 114 N86-29846	Experimental investigation of detaminations in carbon fibre composite p 153 N84-10209
Techniques for improving the reliability of mobile HF	JET PROVOST AIRCRAFT	The effect of damage on the tensile and compressive
communications over high-absorption paths	Experiences obtained from service fatigue monitoring	performance of carbon fibre laminates
p 183 N86-27545 Observations with an ionosonde in Northern Germany	exercises p 45 N85-15672 JET THRUST	p 154 N84-10213
near the mid-latitude trough p 183 N86-27548	Ground based testing without wind tunnels	Behavior of idealized discontinuities and impact damages in CFRP under fatigue loading
lonospheric factors affecting the performance of HF	n 40 NAA.25634	D 154 N84-10214
sky-wave sea-state radars at high latitudes	Aerodynamics of V/STOL aircraft Performance	Composite repair of aircraft structures
p 184 N86-27549	assessment p 40 N84-25635 Notes on special flight aspects such as STO assessment	p 156 N85-17059
Observations of very high latitude ionospheric	Notes on special flight aspects, such as STO, ski-jump and OOM p. 41 N84-25637	LAND MOBILE SATELLITE SERVICE
irregularities with the Good Bay HF radar p 184 N86-27553	JETSTREAM AIRCRAFT	Measurements of propagation at 900 MHz in an urban zone for establishing a digital radiomobile system
Observations of the mid-latitude ionospheric trough from	The effects of wing tip devices on the performance of	p 175 N85-19288
Antarctica p 184 N86-27554	the BAe Jetstreem p 80 N84-12130 JETTISON SYSTEMS	LANDING GEAR
The variability and predictability of the main F-region	The accelerated light model technique of store	Active control landing gear for ground loads alleviation

1 ANDWG - 0.105	
LANDING LOADS Active control landing gest for ground load alleviation	LEADING EDGE SLATS Design of an airfold le
p 127 N85-27902	aerodynamic calculation
LANGUAGE PROGRAMMING	LEADING EDGE SWEEP
The mentor approach to requirements specification p.5. NS3-22120	On the generation and vortex flow over a swep
LARGE SCALE INTEGRATION	Transition descrip
The impact of VLSI on guidance and control system	three-dimensional flows LEADING EDGES
design p 68 N85-26654 VHPIC and the UK Alvey Programme	Recent studies at I
p 187 N86-28339	interacting with neighbo
LARGE SPACE STRUCTURES	Experimental investi leading-edge vortex inte
Spacecraft control research at NASA	internity and a society title
p 138 N84-24504	Computational vortex
Characterization of uncertainty for large space structure control problems p #40 N84-24619	Douadeo, Jours com
Design and robustness analysis of reduced order	Boundary layer segri leading edges and its el
controllers for large flexible space vehicles	
p 140 N84-24623	Augmentation of fi spanwise blowing over t
Two spot laser velocimeter measurements of velocity	Sparietse Gowing Over
and turbulence intensity in shock tube driven turbine	Design consideration
flows p 115 N86-29853	control systems to trans Experimental study
LASER APPLICATIONS Digital implementation of a laser active flight control	dynamic stailing
system with processed decoupled states	Local and mean heat
p 2 NB3-22098	surfaces of a square
LASER DAMAGE Eye protection against intense light sources	orthogonal-mode Effects of wakes on
p 224 N86-26818	cascades
The application of diffraction optics techniques to laser	LESIONS
eye protection p 224 N86-26821	Permanent visual chi foveal lesions
LASER DOPPLER VELOCIMETERS Laser velocimetry study of compressibility effects on the	LIBRARIES
flow held of a delta wing p 77 N84-12108	Benefits to universit
Transonic nozzle-afterbody flow held measurements	structure Comparison of netwo
using a laser Doppler velocimeter p 36 NB4-23592	OF HOUSE
Two spot laser velocimeter measurements of velocity	The standardization of
and turbulence intensity in shock tube driven turbine flows p.115 N86-29853	The application of ma
LASER GUIDANCE	and other information s
Optimizing the specifications for an air surface laser	
system p 66 N85-26644 LASER GYROSCOPES	In-flight evalution of L(
Advances in Strapdown Inertial Systems	components subjected
(AGARD-LS-133) p 87 N84-25691	•
Advances in strapdown sensors p.87 N84-25693	Monitoring engine the
Laser gyroscope random walk determination using a fast hitering technique p.67 N85-26647	Accelerated Mission I
Gyrolaser guidance system for medium range missiles	
p 67 N85-26649	inconel 716 alloy resi
LASER OUTPUTS	Cumulative damage n
Evaluation and control of laser hazards p.214 N84-33018	
All-optical logic gates with external switching by laser	Problems and possibil
and incoherent radiation p 237 N85-29766	components Engine cyclic durat
Current work on high-grade space gyros at Ferranti in	testing
the UK p 138 N84-24609	Life prediction at hig
Occupational Medicine Relevant to Aviation Medicine	loading Verification of life
[AGARD CP-341] p 213 N84-33011	testing
Evaluation and control of laser hazards p 214 N84-33018	CFM 56-2 Oligocy
Picosecond photoconductive devices for 10 Gbit/s	Dimensionning and
optoelectronic switching p 238 N85-29770	improvements View of future require
LASING Visual function and the definition of thresholds for	by analysis and testing
exposure to laser radiation p 214 N84-33019	Effective life cycle sof
LATERAL CONTROL	and versatility A state of the art asse
Flight tests with a new helicopter Force Feel System (FFS) p.57 N85-16818	technology and projecte
LATERAL OSCILLATION	
Tolerance, fatigue, physiological and performance	Corrosion manageme systems
effects of sustained and oscillating lateral accelerations	LIFE CYCLE COSTS
p 229 N85-19659 LATERAL STABILITY	Avionics software sup
Operational and developmental experience with the	A jet fuel starter for k
F/A-18A digital flight control system	⇔ for integration to k
p 122 N85-26742	Methodology for asse
Tactical military communications by sate relay at high	Accelerated Manager
latitudes p 232 N85-20756	Accelerated Mission
Optimisation des systems of transmission numerique transauroraux en ondes decametriques optimization of H.F.	A practical example
digital radio systems at high latitudes	increased availability Standard Attitude He

p 183 N86-27547 ionospheric factors affecting the performance of HF sky-wave see-state raders at high latitudes

Simulation of the acoustic environment of a launcher and of the noise-induced vibrations on its structures p. 136 N83-30486

LEADERship

Conceptual model of critical requirements for effective pitol performance in high performance arright. 920, 145, 1984.

h-latitude Fragion D 184 N86-27551

P 230 N85-19663

Small-scale irregularities in the high-late

LAUNCH VEHICLES

aerodynamic calculation method p 51 N85-16777
EADING EDGE SWEEP
On the generation and subsequent development of spiral
vortex flow over a swept-back wing p 76 N84-12105
Transition description and prediction in three-dimensional flows p 194 N84-33761
PADING FROSE
Recent studies at NASA-Langley of vortical flows interacting with neighboring surfaces p.77 N84-12109 Experimental investigation of forebody and wing
interacting with neighboring surfaces p 77 N84-12109
Experimental investigation of forebody and wing
learning-edge vortex interactions at high angles of attack
p 77 N84-12110
Computational vortex flow serodynamics p 78 N84-12117
Boundary layer segmentation on sharp highly swept
leading edges and its effects on secondary vortices
p 80 N84-12132
Augmentation of fighter-aircraft performance by
spanwise blowing over the wing leading edge
p 80 N84-12133
Design considerations for application of laminar flow control systems to transport aircraft p 84 N86-15270
Experimental study of the effect of turbulence on
dynamic stailing p 148 N86-27264
Local and mean heat transfer on the leading and trailing
surfaces of a square-sectioned duct rotating in the
orthogonal-mode p 111 N86-29826
Effects of wakes on the heat transfer in gas turbine
cascades p 112 N86-29829 .ESIONS
Permanent visual change associated with punctate
loveal lesions p 225 N86-26823
IBRARIES
Benefits to universities of a coordinated information
structure p 240 N83-31542
Comparison of networks for document access
p 241 N83-31543
The standardization of bibliographic data p 243 N84-21432
p 243 N84-21432 The application of management techniques to defence
and other information services. The British approach
p 243 N84-21433
IFE (OURABILITY)
In-flight evalution of LCF life consumption of critical rotor
components subjected to high transient thermal stress
p 104 N85-15734
Monitoring engine thermal stresses p 104 N85-15735
Accelerated Mission Endurance Testing (AMET)
p 104 N85 15736
inconel 716 alloy resistance to crack propagation
p 105 N85-15740
Cumulative damage modeling of fatigue crack growth
p 105 NB5-15741
Problems and possibilities for life extension in gas turbine components p.105 N85-15742
Engine cyclic durapility by analysis and material
testing p 106 N85-15744
Life prediction at high temperature under multiaxial
loading p 106 N85-15745
Verification of life prediction through component testing p 106 N85-15748
testing p 106 N85-15748
CFM 56-2 Oligocyclic fatigue of the turbofan disk
Dimensionning and tests for verification and improvements p 106 N85-15750
View of future requirements for engine cyclic durability
by analysis and testing p 107 N65-15751
Effective life cycle software support. A study in discipline
and versatility p 49 N65-16746
A state of the art assessment of turboprop transmission
fechnology and projected needs for the next generation
p 92 N85-23770 Corrosion management strategies for aircraft and related
systems p 156 N85-33239
IFE CYCLE COSTS
Avionics software support cost model
p.8 NB3-22147
A jet fuel starter for lowest system life cycle cost
p 99 N84-12179
Methodology for assessment of corrosion costs p.39 N84-25623
Accelerated Mission Endurance Testing (AMET)
p 104 N85-15736
A practical example of reducing life cycle costs and
increased availability p 48 N85-16736
Standard Attitude Heading Reference System (SAHRS)
full scale development program p 55 N85-18804
Some aspects of how to design cost-effective flight
Control systems p 66 N85-26639
Demage tolerance design concepts for military engines p 107 N86-25363
#FT P 107 1486-25363
Flutter investigations in the transonic flow regime for a
fighter type aircraft p 117 N83-22217
A technique to determine lift and drag polars in hight
p 41 N84-34402
Improvement of Aerodynamic Performance Through
Boundary Layer Control and High Lift Systems
[AGARD-CP-365] p 50 N85-16771

```
LINEAR SYSTEMS
     Recent progress of development and understand high lift systems p 50 N85
    multiplicates of development and understanding of 
high lift systems p.50 M85-16772 
(Investigations into the effects of scale and 
compressibility on lift and drag in the RAE 5m pressurized 
low-speed wind tunnel p.51 N85-16773 
Detailed study of the time and all and the second of the compression of the compression
           Detailed study of the flow around a multi-element airfoil
            omparison with calculations p 51 N85-16775
Turbulent bubbles behind airfoils and wings at high angle attack p 52 N85-16779
      Comparison with calculations
     of attack p 2 web-16/7/9
Aerodynamic issues in the design of high-lift systems for transport aircraft p 52 N85-16780
An update of the Canada/USA augmentor-wing project p 52 N85-16781
Improvement of aerodynamic performance through
      boundary layer control and high lift systems
[AGARD-AR-210] p.85 N86-20376
     Practical experience with damage tolerance based life extention of turbine engine components
                                                                                                          p 111 N86-25383
                                               dvnamic lags on aircraft responses
p 147 N86-27257
           Effects.
LIFT A CONTATION
     to d aerodynamic performance through bour are control and high lift systems [AGARD-AR-210] p 85 N88-20376
LIFT DEVICES
     Recent progress of development and understanding of 
high lift systems p 50 N85-16772
LIFT DRAG RATIO
     IPT DMAG HATTU
Recent studies at NASA-Langley of vortical flows
interacting with neighboring surfaces p 77 N84-12109
Investigations of modern general aviation propellers
p 73 N86-11162
LIFTING BODIES
      Aerodynamics of wide-chord propellers in non-axisymmetric flow p 71 N86-11153
            Theoretical prediction of wing rocking p 147 N86-27256
LIGHT ADAPTATION
     Calculations on technical requirements for protection devices against a nuclear light flash
                                                                                                            p 224 N86-26819
LIGHT BEAMS
            Multiport optical detectors
                                                                                                             p 238 N85-29769
LIGHT EMITTING DIODES
Light emitting dioces

LIGHT INCOULATION

Deformable mirror nearest neighbor optical computer
p. 238 N85 29772
     Effect of multiple scattering on the propagation of light beams in dense nonhomogeneous media p 171 N84-24959
LIGHT SOURCES
            Eye protection against intense light sources
p 224 N86-26818
LIGHT TRANSMISSION
       GBNT 1 PRAFESTINGS LIPE
Adaptive compensation for atmospheric turbulence
effects on optical propagation p 171 N84-24960
Effects of atmospheric turbulence on optical
propagation p 171 N84-24961
 LIGHT VALVES
                                          optical computing at the Ohio State
p 239 N85/29775
            A systematic characterization of the effects of
       atmospheric electricity on the operational condit
            A study of ULF propagation at high southern latitudes 
sing stence p 18 N86-27561
 using stencs
LINE OF SIGHT
LINE OF SIGNT

Terminal control for command to line of sight guided p 142 N84-31252

LINE OF BIGHT COMMUNICATION

New aspects improving the availability of digital LCS-radio relay links deduced from winde-band measurements at 5 and 15 GHz p 164 N83-30901

A system to measure LOS atmospheric transmittance at 19 GHz p 169 N84-24951

Influence of propagation in digital wireless beam, microwave links p 174 N85-1927

Wideband line-of-sight channel measurements and simulation Application to digital role links
       simulation. Application to digital radio links
            imulation Application to digital radio links p 174 N85-19283

Design criteria for limited scan antennas at digital incrowave line of sight links p 175 N85-19284
       Design crime of sight links p 175 N85-19264
Some propagation experimental results on protection techniques for line-of-sight digital systems 0.175 N85-19266
            LOS microwave channel simulation A survey of models.

Balizations and new concepts p 176 N85-19291
       realizations and new concepts p.176 N85-19201.
Theoretical study of a dynamic simulator of selective feding for digital, wireless beam microwave links.
                                                                                                              p 176 N85-19294
LINE SPECTRA
The prediction of field strength in the frequency range 30 - 1000 MHz p 172 N84-24968 LIMEAR SYSTEMS
             Bipolar VLSI technology
```

p 187 N86-28340

LINEARITY	Monolithic 6 bit subconverter for high speed, high	LUBRICATING OILS
Description and prediction of transition in two-dimensional, incompressible flow	resolution A/D conversion systems p 189 N86-28354 Two-level data-flow architecture for programmable	Fine filtration. An attractive route towards lower
p 193 N84-33758	signal processing p 190 N86-28358	helicopter operating costs p 92 N85-23774 LUBRICATION
LININGS	The impact of very high performance integrated circuits	Gears and Power Transmission Systems for Helicopters
Cooling techniques for turbojet pre-heater channels p 114 N86-29847	on avionics system readiness p 193 N86-28373	and Turboprops [AGARD-CP-369] p 91 N85-23765
LINKS	LOGISTICS The nature of the critical and strategic materials	Helicopter transmission lubricants p 91 N85-23768
Measurements of atmospheric effects on satellite links	problem p 149 N84-33466	A state of the art assessment of turboprop transmission
at very low elevation angle p 169 N84-24948 LIQUID ATOMIZATION	LONG TERM EFFECTS	technology and projected needs for the next generation p.92 N85-23770
Producing a cryogenic gust in an Eiffel type atmospheric	Sustained physical activity in diverse situations. Metabolic and hormone data p 209 N84-21077	Significant parameters of the behavior and of the surface
wind tunnel with short gust p 33 N84-23569 LIQUID CRYSTALS	The cumulative effects of long term exposure to low	damage of the lubricated Hertzian contact: An application
Liquid crystal displays p 97 N83-30420	levels of radiofrequency radiation (RFR)	to gears p 94 N85-23783 Problems of elastic hydrodynamic lubrication of
Numerical optical computing at the Ohio State	p 179 N85-27132	helicopter transmission gears p 94 N85-23784
University p 239 N85-29775 German development of a LC-flashblindness device	LONGITUDINAL CONTROL An integrated AFCS for the "PROFILE"-mode	Wear reduction by lubricants in confined contacts
p 224 N86-26820	p 19 N84-12069	p 94 N85-23786 LUMINANCE
LIQUID NITROGEN	Flight tests with a new helicopter Force Feel System	image generation on matrix displays
Basic cryogenics and materials p 133 N86-20417 LIQUID OXYGEN	(FFS) p 57 N85-16818 LONGITUDINAL STABILITY	p 96 N83-30418 Light emitting diodes p 96 N83-30419
Basic cryogenics and materials p 133 N86-20417	Realisation of relaxed static stability on a commercial	Electronic displays: Their strengths and weaknesses
LIQUID PROPELLANT ROCKET ENGINES	transport p 126 N85-27899	for advanced high performance aircraft
Hydrazine and the F-16 p 221 N85-31826 LITERATURE	Active control technology experience with the Space	p 230 N85-19664
The evaluation/validation process Data from disciplines	Shuttle in the landing regime p 126 N85-27900 LOOP ANTENNAS	Eye protection against intense light sources
resting on good theoretical foundations p 242 N84-17065	Tactical HF communication for military helicopters using	p 224 N86-26818
LOAD DISTRIBUTION (FORCES)	the NVIS mode p 56 N85-16807	Sensitivity of human lymphocytes to microgravity
Evaluation of operational loads to verify structural	LOOPS Hardware-in-the-loop simulation techniques used in the	in-vitro p 221 N85-31820
design p 46 N85-15677 LOAD TESTS	development of the Sea Harrier avionic system	
Load carrying capacity of double circular arc gears	p 27 N84-15071	M
p 92 N85-23776	LOSSES Secondary flows and losses in a turbine cascade	ALACU AUMARED
LOADING MOMENTS Two recent cases of marker load applications on	p 102 N84-16203	MACH NUMBER Predicted and flight test results of the performance and
cargo/fighter aircraft fatigue tests p 200 N85-24325	Experimental verification of an endwall boundary layer	stability and control of the space shuttle from reentry to
Generation of marker lines on fatigue fracture	prediction method p 104 N84-16211 LOW ALTITUDE	landing p 9 N83-30360
surfaces p 200 N85-24328 TURBISTAN A standard load sequence for aircraft	Some comments on the hazards associated with	Comparison of flight and wind tunnel buffeting measurements on the SAAB 105 aircraft
engine discs p 110 N86-25380	manoeuvring flight in severe turbulence at high speed and	p 10 N83:30369
LOADING RATE	low altitude p 30 N84-15089 The effect of a low-altitude nuclear burst on millimeter	Fundamental reflections on cryogenic testing p 133 N86-20422
On the use of marker loads and replicas for measuring growth rates for small cracks p 200 N85-24331	wave propagation p 169 N84-24947	External heat transfer study on a HP turbine rotor
LOADS (FORCES)	Missile system for low altitude air defence p 142 N84-31255	blade p 111 N86-2982H
The engineering significance of defects in composite structures p. 155 N84-10222	Personnel protection concepts for advance escape	MAGNETIC FIELDS Evaluation of human exposures to low frequency
structures p 155 N84-10222 The initial design of active control systems for a flexible	system design p 229 N85-19658	fields p 180 N85-27135
aircraft p 16 N84-11125	The role of simulation p.70 N85-28919 LOW ASPECT RATIO	MAGNETIC STORMS
Effects of nonlinear loads on antennas and scatterers p 168 N84-12376	Pressure drop and heat transfer characteristics of	Interference and sharing at medium frequency Skywave propagation considerations p. 161 N83-30880
Avionics concept evaluation at the force level	circular and oblong low aspect ratio pin fins	Solar-terrestrial relationships in the high latitude region
p 22 N84-15038	p 111 N86-29827 LOW ASPECT RATIO WINGS	p 181 N86-27532
Operational Loads Data [AGARD-CP-375] p 44 N85-15664	Experimental data base for computers program	MAGNETOHYDRODYNAMIC FLOW Small-scale irregularities in the high-latitude F region
Experiences obtained from service fatigue monitoring	assessment Report of the Fluid Dynamics Panel Working	p 184 N86-27551
exercises p 45 N85-15672	Group 04 Addendum [AGARD-AR-138-ADD] p 81 N85-10020	On the relationship of F-region structure in the dayside
CF-5 vertical stabilizer flight load survey p 46 N85-15673	LOW COST	auroral oval to HF backscatter signatures attributed to the polar cusp p 184 N86-27552
US Army helicopter operational flight loads	Navigation Accounting for copy p 66 N85-26641 LOW FREQUENCIES	MAGNETOHYDRODYNAMIC STABILITY
p 46 N85-15675	Evaluation of human exposures to low frequency	Anomalous absorption effects produced by high power radio waves in the high latitude ionosphere
Helicopter data acquisition in WHL p 46 N85-15676 Load carrying capacity of double circular arc gears	fields p 180 N85-27135	p 160 N83-30878
p 92 N85-23776	LOW FREQUENCY BANDS Modelling on interference due to ducting at frequencies	MAGNETOMETERS
Case depth on flanks of gears for helicopter gearboxes p.93 N85-23780	above 1 GHz p 162 N83-30888	The use of a self-compensated magnetometer in an economical navigation system for the helicopter
The observation and interpretation of gear tooth	LOW REYNOLDS NUMBER	p 67 N85-26650
failures p 95 N85-23792	Low Reynolds number vehicles [AGARD-AG-288] p.81 Nt.5-26666	A method of estimating aircraft attitude from fly by wire
Effect of flight sequences in complex load histories on crack front marking p 200 N85-24326	LOW SPEED	flight control system data p 68 N85 26653 Recent HiLat results p 181 N86 27534
Generation of marker lines by means of marker loads	An experimental investigation of the vortex flow over	MAGNETOSPHERE
p 200 N85-24327	delta and double-delta wings at low speed p 76 NF4-12106	Solar-terrestrial relationships in the high latitude region p. 181 - N86 27532
Generation of marker lines on fatigue fracture surfaces p 200 N85-24328	Design studies of thick laminar flow airfoils for low speed	Progress in modelling the polar ionosphere from solar
Periodic loading sequences for the systematic marking	flight employing turbulent boundar layer suction over the rear part p 53 N85-16786	and magnetosphere parameters p 185 N86 27556
of fatigue crack fracture surfaces p 200 N85-24329 Modifications of flight by flight load sequences to provide	Recent methods for calibrating the anemometry of	MAINTAINABILITY Design, development and flight test of a demonstration
for good fracture surface readability p 200 NB5-24330	helicopters at low speeds p 56 N85-16809	advanced avionics system p 27 N84 1506"
On the use of marker loads and replicas for measuring	The use or pressure sensing taps on the aircraft wing as sensor for flight control systems p 69 N85-26660	Design for Tactical Avionics Maintainability
growth rates for small cracks p 200 N85-24331 On the use of marker loads for fatigue crack growth	LOW SPEED WIND TUNNELS	[AGARD-CP-361] p.47 N85 16731 Objectives in studying the maintainability of aircraft
measurements p 201 N85-24332	The cryogenic wind tunnel Cologne	systems p.47 N85 16732
Grack propagation under constant and variable stress amplitudes. A comparison of calculations based on the	p 32 N84-23568 Investigations into the effects of scale and	Joint service design for testability program p.47 N85 16733
Stration spacing and tests p 201 N85-24336	compressibility on lift and drag in the RAE 5m pressurized	The embedded test (BiT) Impact on the total cost of
Automatic flight control modes for the AFTI/F-111	low-speed wind tunnel p 51 N85-16773 LOW TEMPERATURE	possession p.47 N85 16134
mission adaptive wing aircraft p 124 N85-26756 LOG PERIODIC ANTENNAS	Determination of the decomposition behavior of double	ATE user's view on design for maintainability p.48 - N85 1673.1
Contending with jamming in decametric waves in an	base propellants at low temperatures	Maintainability An ILS effort to manipulate LCC
adaptive system of all-directional antennas	p 61 N85-17045 LOWER BODY NEGATIVE PRESSURE	p.48 N85 16*43
p 202 N84-15653	Value of the lower body negative pressure test in	The production of maintainable trustworthy and
All-optical logic gates with external switching by laser	aerospace medicine p 211 N84-21096	portable software p 49 N85 16*44
and incoherent radiation p 237 N85-29766	LUBRICANTS Transmission efficiency measurements and correlations	Design for tactical avionics maintainability technical evaluation report
Electro-optic techniques for VLSI interconnect	with physical characteristics of the lubricant	[AGARD:AR-204] p.97 N85 23 198
p 239 N85-29774	p 93 N85-23781	MAINTENANCE
Applications of expert systems p 198 N86-19634	Chemical-mechanical interaction in gears p 94 N85-23785	Avionics software support cost model p.8 N83 22141
Gallium Arsenide water scale integration	Problems regarding the practical evaluation of efficiency	Design of a software maintenance facility for the RAF
p 188 N86-28349	of worm gears p 95 N85-23793	p.8. N83 22150

	MANAGEMENT PLANNING	Aerodynamic model identification from dynamic flight
A Software Engineering Environment (SEE) for weapon system software p 9 N83-22151	Air Traffic Control in Face of Users' Demand and	test data and wind lunnel experiments
system software p 9 N83-22151 On aircraft test software for first line maintenance	Economy Constraints	p 11 N83-30371
p 9 N83-22152	[AD-A127146] p 85 N83-22177	Correlation aspects of analytical, wind tunnel and flight
Defect occurrences in the manufacture of large CFC	Fuel conservation and economy constraints p.86 N83-22179	test results for a hingeless rotor helicopter p 11 N83-30373
structures and work associated with defects, damage and	MANAGEMENT SYSTEMS	Medium wave groundwave propagation
repair of CFC components p 155 N84-10223	The application of real-time model update by oblique	model-numerical and experimental results
Effects of integrated maintenance on the definitions of	ionospheric sounders to frequency sharing	p 161 N83-30885
onboard equipments Mirage 2000 aircraft p.1 / N84-12068	p 161 N83-30883	Mathematical modelling and theoretical methods for the
A tuture system design technique based on functional	Design and development of the multifunction flight	aerodynamic behaviour of control devices p 118 N84-10085
decomposition, supported by quantifiable design aims, and	Navy's advanced aircraft armament system program	
quidelines for minimum maintenance costs	concept objectives p 23 N84-15045	Modeling and simulation techniques p 120 N84-10096
p 22 N84-15039	MANEUVERABILITY	Aerospatial'es approach to the study of flutter at the
Uninstalled aero engine testing in operation in the Royal	Designing improved tracking regulators for piloting highly	design stage of the project p 15 N84-11118
Air Force p 132 N84-25731	maneuverable aircraft fighter aircraft	Scale modelling and full scale measurement techniques
Composite structure repair	p. 1 N83-22095 Ground/flight correlation on the Alpha-Jet experimental	with particular reference to antennas in their operational
[AD-A141456] p 155 N84-31300	aircraft with a transonic wing. A comparison between wind	environments p 166 N84-12368
Maintainability: An ILS effort to manipulate LCC p.48 N85-16743	tunnel and flight results for aerodynamic performance	Physical modeling of EM propagation over nonhomogeneous terrain p 167 N84-12370
A weapon system design approach to diagnostics	p 9 N83-30361	Numerical modeling techniques for antennas
p 50 N85-16752	Special Course on V/STOL Aerodynamics	p 167 N84-12373
Repair of composites p 156 N85-17058	[AGARD-R-710] p 39 N84-25625	Numerical modeling techniques for half-space (ground)
Establishment and maintenance of certification	MANEUVERS	problems p 167 N84-12374
standards for helicopter and turboprop power transmission	Bifurcation theory applied to aircraft motions p 146 N86-27250	Numerical modelling methods for predicting antenna performance on aircraft p 168 N84-12375
systems p 95 N85-23796	MANUFACTURING	performance on aircraft p 168 N84-12375 Multiple paths on the ocean surface
Maintaining consistency and accommodating network	Defect occurrences in the manufacture of large CFC	p 205 N84-15666
repair in a self-regenerative distributed database	structures and work associated with defects, damage and	D-1 statistical model of tropospheric multipath
management system (a discussion of the means and	repair of CFC components p 155 N84-10223	propagation p 168 N84-24944
(OSI) p 68 N85-26656	A double gimballed momentum wheel for precision 3-axis attitude control p. 138 N84-24608	Numerical simulation of the shock detonation
MAN MACHINE SYSTEMS Towards a veritable supervisor program for avionics	attitude control p 138 N84-24608 Design and manufacturing practices to minimize	transition p 60 N85-17039
software p 4 N83-22116	corrosion in aircraft p 38 N84-25620	Modelling the thermal explosion phenomenon in solid
General review of military applications of voice	Testing of turboshaft engines p 131 N84-25729	propellants The case of fixed and variable temperatures p.61 N85-17044
processing p 165 N83-34180	MAPPING	Evaluation of human exposures to low frequency
The speech signal p 165 N83-34181	Propagation effects in salellite-borne synthetic aperture	fields p 180 N85-27135
A survey of equipment and research p 166 N83-34185	radars p 202 N84-15650 Man display for helicopters p 55 N85-16801	Test cases for inviscid flow field methods
Inside a speech recognition machine	Map display to the second	[AGARD-AR-211] p 82 N86-15256
p 166 N83-34187	MAPS A solid-state map display for rapid response operation	Unsteady aerodynamics application to helicopter noise
Design environments and the user interface for CAD	p 89 N86-26323	and vibration sources p 145 N86-27241 New rotary rig at RAE and experiments on HIRM
of control systems p 120 N84-10095	World atlas of ground conductivities with particular	p 145 N86-27243
System architecture Key to future avionics	emphasis on the high fatitude region	Recent developments in techniques for dynamic
capabilities p 22 N84-15035	p 186 N86-27563	simulation for the identification of stability parameters
Flight Mechanics and System Design Lessons From	MARINE ENVIRONMENTS	p 146 N86-27246
Operational Experience [AGARD-CP-347] p 28 N84-15076	Satellite measurements of marine aerosols p 206 N84-15671	Extraction of aerodynamic parameters for aircraft at
The analysis of records of parameters. An indispensable	Tropospheric propagation assessment	extreme flight conditions p 146 N86-27248
tool in oversight and in operations control	p 171 N84-24965	Theoretical prediction of wing rocking p 147 N86-27256
p 29 N84-15082	Corrosion management strategies for aircraft and related	Effects of aerodynamic lags on aircraft responses
The man-machine interface in new generation	systems p 156 N85-33239	p 147 N86-27257
commercial aircraft p 31 N84-15096	Current requirements for the design and maintenance	lonospheric Modelling and HF radio systems at high
New flight deck design in the light of the operational capabilities p.31 N84-15097	against corrosion of UK military aircraft	latitudes p 183 N86-27543
The Application of New Technologies to Improve the	p 157 N85-33244	Computation of thermal radiation for gas turbine
Delivery of Aerospace and Defence Information	MARINE METEGROLOGY	conditions p 113 N86-29841 Heat transfer in gas turbine combustors. A discussion
AGARD-CP-357 p 242 N84-21425	The effects of meteorology on marine aerosol and optical and in propagation p. 169 N84-24950	of mathematical modeling of combustion, heat and mass
The standardization of bibliographic data	and in propagation p 169 N84-24950 D-19 evaluating the height of tropospheric conduction	transfer with emphasis on heat transfer in gas turbine
p 243 N84-21432	of evaporation p 171 N84-24962	combustors p 114 N86-29843
Integrated control and display systems for helicopter hattlefield mission management p 56 N85-16805	MARKETING	Simulation of flow and heat transfer in annular cavities
battlefield mission management p 56 NB5-16805 A review of US Army aiccrew aircraft integration research	A survey of equipment and research	between disks in turbomachinery p 116 N86-29855
programs p 57 N85-16814	p 166 N83-34185	MATHEMATICAL PROGRAMMING MASCOT developments to improve software structure
Human Factors Considerations in High Performance	MARKING	
Aircraft	On the use of marker loads for fatigue crack growth	matrices (mathematics)
[AGARD-CP-371] p 228 N85-19653	measurements p 201 N85-24332	Aerospatial'es approach to the study of flutter at the
Military pilot ergonomics p 228 N85-19655 Grasp of information by the pilot in future combat	MASKS Psycho-ergonomic problems presented by the	design stage of the project p 15 N84-11118
aircraft p 229 N85-19662		MAXIMUM LIKELIHOOD ESTIMATES
The cockpit of the year 2000. How big a step?	prolonged wearing of gas masks p 208 N84-21073	Adaptive flutter suppression analysis and test p 118 N83-22219
p 230 N85-19667	Mass-discrimination during prolonged weightlessness	Adaptive signal processing for radio communications
The multiple resources model of human performance	p 220 N85-31814	p 176 N85-1929*
Implications for display design p 230 N85-19669	MASS FLOW	Extraction of aerodynamic parameters for aircraft at
A description of the process of elaborating man-machine	The new calibration tank for engine simulators at DFVLR	extrame flight conditions
dialog in an aircraft equipped with cathode tubes. Roles and specifications of piloted simulation methods.	Goettingen p 36 N84-23593	[NASA-TM-86730] p 236 N85-29686
p 69 N85-26658	MATCHED FILTERS	Extraction of aerodynamic parameters for aircraft at
Robot software. Current state-of-the-art, and future	Real-time digital matched filter for radar pulse compression p.189 N86-28353	extreme flight conditions p 146 N86-27248 MAXIMUM USABLE FREQUENCY
challenges p 197 N66-19630		Radio regulatory aspects of frequency sharing
Applications of expert systems p 198 N86-19634	MATERIALS HANDLING Coatings for fuel economy or materials substitution	p 160 N83 30877
Guidance-Control-Navigation Automation for Night	p 151 N84-33477	MAXWELL EQUATION
All-Weather Tactical Operations [AGARD-CP-387] p 88 N86-26316	Basic cryogenics and materials p 133 N86-20417	Cavityless optical bistability in systems of two-level
Cockpit automation requirements derived from mission	MATERIALS RECOVERY	atoms p 237 N85-29764
functions data p 68 N66-26318	The Navy program to drivelop replacements for critical	MEASURE AND INTEGRATION
Automation and pilot interactions in night or all-weather	and strategic materials p 151 N84-33478	Critical factors and operational research in tactical lighter avionic system development p. 26 N84:15062
tactical operations p 88 N86-26319	Ceramics as substitutes for scarce metals	MEASURING INSTRUMENTS
Some quantitative methodology for cockpit design	p 151 N84-33479	Airspeed and wind shear measurements with an airborne
p 89 N86-26320 Human factors. The Cinderella discipline in cockpit	New developments in materials recycling by the US	CO2 CW laser p 14 N83-34898
interface design p 225 N86-26825	Bureau or remos	Vortical flow exploration methods developed for the F1
MANAGEMENT	Trace elements in superations and the implications for recycling p 151 N84-33484	wind tunnel p 37 N84-23598
Management of Corrosion	11 0 TO TO	Advanced fatigue monitoring on service aircraft p.45 N85-15671
(AGARD-LS-141) p 156 N85-33238	MATERIALS TESTS Space environmental effects on materials	Multiport optical detectors p 238 N85:29769
MANAGEMENT METHODS	6 136 NB2 20485	MECHANICAL DRIVES
The application of management techniques to defence and other information services. The British approach	MATHEMATICAL MODELS	Summary of drive-train component technology in
p 243 N84-21433	Designing improved tracking regulators for piloting highly	helicopters p 91 N85-23766
Effective life cycle software support. A study in discipline	mannuverable aircraft fighter aircraft	Special power train requirements for the next generation of rotary-wing aircraft p.92 N85-23769
and versatility p 49 N85-16746	p 1 N83-22095	of rotary-wing aircraft p 92 N85-23769

MECHANICAL PROPERTIES SUBJECT INDEX

MECHANICAL PROPERTIES	Transhorizon microwave propagation measurements	A GaAs refractometer for tropospheric studies
Environmental Effects on Materials for Space	related to surface meteorological parameters	p 170 N84-24952
Applications	p 171 N84-24964	Prediction of multipath fading on terrestrial microwave
[AD-A129847] p 135 N83-30479	Civil weather satellite systems p 234 N8+ "0768	links at frequencies of 11 GHz and greater
Design and testing of a carbon-epoxy trellis structure	Meteorological and oceanographic support during the	p 170 N84-24953
for satellites p 135 N83-30483	Falklands conflict p 234 N85-20769	Multipath outage performance of digital radio receivers
Candidate materials for pretensioned membranes of	Practical applications of satellite-derived meteorological	using finite-tap adaptive equalizers p 170 N84-24955
fibre composite materials for space application		Spherical propagation models for multipath-propagation
p 136 N83-30488	and oceanographic data in Naval operations p 234 N85-20771	predictions p 170 N84-24956
Characterization, Analysis and Significance of Defects		Digital data communications over microwave radio
in Composite Materials	METEOROLOGICAL SATELLITES	channels p 173 N85-19272
[AGARD-CP-355] p 152 N84 10203	Verification and validation techniques applied to the	Influence of propagation in digital wireless beam.
Determination of the decomposition behavior of double	reconfigurable block SD satellite software	microwave links p 174 N85-19277
base propellants at low temperatures	p 141 N84-24626	Theoretical study of a dynamic simulator of selective
p 61 N85-17045	Technical evaluation report on the 46th Symposium of	tading for digital, wireless beam microwave links
Significant parameters of the behavior and of the surface	the Avionics Panel on Space System Applications to	p 176 N85-19294
damage of the lubricated Hertzian contact: An application	Tactical Operations [AGARD-AR-203] p.97 N85-18988	MICROWAVES
to gears p 94 N85-23783		Overshoot interference on microwave radio links due
Rationale in the selection of corrosion protective coating	Defense Meteorological Satellite Program (DMSP)	to the co-existence of multipath fading and trans-horizon
systems p 157 N85-33242	p 234 N85-20766	propagation p 162 N83-30892
Basic cryogenics and materials p 133 N86-20417	Military applications of meteorological satellite	Gain patterns of microwave common carrier antennas
Design and construction of models for the National	(METSAT) data p 234 N85-20767	p 165 N83-30909
Transonic Facility, part 1 p 133 N86-20419	Development of satellite data presentation for	The nature of microwave backscattering from water
MEDICAL PERSONNEL	environmental forecasting p 234 N85-20770	waves p 205 N84 15665
Aeromedical support of helicopter medical evacuation	METEOSAT SATELLITE	Transhorizon microwave propagation measurements
and rescue operations p 213 N84-26289	The European Space Agency's Earth observation	related to surface meteorological parameters
MEDICAL SERVICES	satellite programmes p 202 N84-15647	p 171 N84 24964
Medical aspects of survival. Training for aircrew	MICROBIOLOGY	Tropospheric propagation assessment
[AD-A128157] p 206 N83-22999	AGARD Corrosion Handbook Volume 1 Corrosion,	p 171 N84 24965
Medical aspects of survival. Training for aircrew	causes and case histories	An extended real-time microwave airplane position
[AGARD-AG-283(FR)] p 206 N84-1578?	AGARD-AG-278-VOL-1 p 157 N86-16374	system p 44 N84-34419
MEMBRANES	MICROCHANNEL PLATES	Thermal consequences of localized SAR from RFR
Candidate materials for prefensioned membranes of	Image intensifiers. Past and present	exposures p 179 N85-27130
fibre composite materials for space application	p 222 N86-26803	The medical results of human exposures to radio
p 136 N83-30488	MICROCOMPUTERS	frequency radiation p 179 N85-27133
MEMORY (COMPUTERS)	Usability of military standards for the maintenance of	Development and application of new radiofrequency
Trends in computational capabilities for fluid dynamics	embedded computer software p 6 N83-22129	radiation safety standards p 180 N85-27137
p 63 N85-25172	MICROCRACKS	Multiport optical detectors p 238 N85 29769
The impact of very high performance integrated circuits	Advanced experimental methods for monitoring the	MIDCOURSE GUIDANCE
on avionics system readiness p 193 N86-28373	behavior of small cracks p 109 N86-25374	Mission benefits of a very high throughput image tracker
MENTAL PERFORMANCE	MICROELECTRONICS	system p 191 N86 28365
Behavioral and subjective workload metrics for	VHSIC today and tomorrow p 187 N86-28338	MILITARY AIR FACILITIES
operational environments p 207 N84-21065	Bipolar VLSI technology p 187 N86-28340	Air traffic services in Portugal - Civil-military coordination
Variations in states of alertness during continuous	The future of bipolar technology for aviolates	aspects p 86 N83 2218.s
operations at the control post level p 208 N84 21068	p 187 N86-28341	MILITARY AIRCRAFT
The effects of sleep loss and sustained mental work	MICROPROCESSORS	Automatic recognition of speech in military aircraft
Implications for command and control performance	Microprocessor implementation of fast-sampling direct	p 166 N83-34186
p 208 N84-21069	digital flight-mode controllers p 1 N83-22096	Crew station evaluation in a dynamic flight simulation
Adaptation to irregularity of rest and activity	Digital implementation of a laser active flight control	facility p 27 N84-15069
p 208 N84-21070	system with processed decoupled states	MILITARY AVIATION
MESOSPHERE	p 2 N83-22098	Keeping up with operational loads in the French Air
Direct, in-situ measurements of irregularities in the	Building in integrity to a higher order language	Force Defining new equipment p 47 N85-15681
mesosphere (85 - 50 km) at 69 deg N (Andenes.	p 3 N83-22107	MILITARY HELICOPTERS
Norway) p 185 N86-27559	The use of high order languages on microprocessors	US Army helicopter operational flight loads
METABOLISM	p 5 NB3-22126	p 46 N85-15675
Sustained physical activity in diverse situations	implementing microprocessor technology in aircraft	A digital piloting system for the combat helicopter
Metabolic and hormone data p 209 N8: 21077	electrical power generating system control	p 56 N85-16806
METAL FATIGUE	p 100 N84-12185	Tactical HF communication for military helicopters using
Evaluation of small cracks in airframe structures	Modular strapdown guidance unit with embedded	the NVIS mode p 56 N85-16807
p 199 N83-31062	microprocessors p 88 N84-25697	Evaluation of nose, roof, and mast mounted sensor
A review of crack growth threshold and crack	The development of an airborne instrumentation	platforms for piloting and sighting, integrated in future
propagation rates at short crack lengths	computer system for flight test p 44 N84-34421	combat helicopters p 56 N85-16808
p 199 N83-31063	Functional built-in-test in a pipelined image processor	The design and development of an integrated core
Cumulative damage modeling of fatigue crack growth	p 48 N85-16740	system for battlefield helicopters p 56 N85-16811
p 105 N85-15741	Data stimulated on-line-checking (IROLD)	Evolution toward a multi-bus architecture for Army
Fatigue crack propagation and fracture in 7050 and 7091	p 50 N85-16754	helicopter avionic systems p 56 N85-16812
aluminum alloy forgings p 199 N85-24324	Automatic error detection and recovery techniques in	A review of US Army aircrew-aircraft integration research
Faligue crack topography and crack growth analysis	onboard intelligent units for space and avionic	programs p.57 N85-16814
wrought and cast aluminum p 201 N85-24333	application p 50 NB5-16756	A simulator for studying helicopter weapons systems
	A microprocessor controlled parallel model with	p 57 N85-16816
Crack p: pagation under constant and variable stress	FDPSK p 178 N85-19304	Aircrew-aircraft integration issues in future US Army
amplitudes. A comparison of calculations based on the	MICROPROGRAMMING	helicopters p 231 N85-19672
Stration spacing and tests p 201 N85-24336	Progress in verification of microprograms	A mission navigation and control system for modern
METAL MATRIX COMPOSITES	p 7 N83-22139	military helicopters p 90 N86-26327
Potential of metal-matrix composites as superalloy	Data stimulated on-line-checking (IROLD)	MILITARY OPERATIONS
substitutes p 150 N84-33474	p 50 N85-16754	Building in integrity to a higher order language
METAL OXIDE SEMICONDUCTORS	MICROSCOPY	p 3 N83-22107
Design of self-checking N-MOS (H-MOS) integrated		
	Application of optical and electron microscopic	Flight lest experience with a digital integrated duidance
circuits p 48 N85-16742	techniques in the fractographic determination of fatigue	Flight test experience with a digital integrated guidance and control system in a CCV lighter arroraft.
METAL WORKING	techniques in the fractographic determination of fatigue crack growth rates p 201 N85-24334	and control system in a CCV fighter aircraft
	techniques in the fractographic determination of fatigue crack growth rates p 201 N85-24334 MICROSTRUCTURE	and control system in a CCV fighter aircraft p 3 N83-22110
METAL WORKING	techniques in the fractographic determination of fatigue crack growth rates p 201 N85-24334 MICROSTRUCTURE The effect of recycling on cast structures and the internal	and control system in a CCV fighter aircraft p 3 N83-22110 A UK NATS view of the air traffic management
METAL WORKING Process Modeling Applied to Metal Forming and Thermomechanical Processing	techniques in the fractographic determination of fatigue crack growth rates MICROSTRUCTURE The effect of recycling on cast structures and the internal character of IM-100 alloy. A laboratory study	and control system in a CCV lighter aircraft p3 N83-22110 A UK NATS view of the air traffic management requirements in the next decade p85 N83-22178
METAL WORKING Process Modeling Applied to Metal Forming and Thermomechanical Processing [AGARD-LS-137] p 158 N85-15086	techniques in the fractographic determination of fatigue crack growth rates p 201 N85-24334 MICROSTRUCTURE The effect of recycling on cast structures and the internal	and control system in a CCV fighter aircraft p3 N83-22110 A UK NATS view of the air traffic management requirements in the next decade p8 N83-22178 Military requirements: —fuel economy, air traffic control.
METAL WORKING Process Modeling Applied to Metal Forming and Thermomechanical Processing [AGARD-LS-137] P 158 N85-15086 METEOR TRAILS	techniques in the fractographic determination of fatigue crack growth rates MICROSTRUCTURE The effect of recycling on cast structures and the internal character of IM-100 alloy. A laboratory study	and control system in a CCV lighter aircraft p 3 N83-22110 A UK NATS view of the air traffic management requirements in the next decade p 85 N83-22178 Military requirements — fuel economy, air traffic control, and defense budgets p 86 N83-22181
METAL WORKING Process Modeling Applied to Metal Forming and Thermomechanical Processing [AGARD-LS-137] p 158 N85-15086 METEOR TRAILS Meter Control of the Metal Forming and the	techniques in the fractographic determination of fatigue crack growth rates p 201 N85-24334 MICROSTRUCTURE The effect of recycling on cast structures and the internal character of IN100 alloy A laboratory study p 152 N84-33485	and control system in a CCV lighter aircraft p.3 N83-22110 A UK NATS view of the air traffic management requirements in the next decade p.85 N83-22178 Military requirements — fuel economy, air traffic control, and defense budgets p.86 N83-22181 A Canadian approach to flutter clearance for external
METAL WORKING Process Modeling Applied to Thermomechanical Processing [AGARD-LS-137] p 158 N85-15086 METEOR TRAILS Meteor scatter radio communication at high latitudes p 186 N86-27564	techniques in the fractographic determination of fatigue crack growth rates p 201 N85-24334 MICROSTRUCTURE The effect of recycling on cast structures and the internal character of IN100 alloy A laboratory study p 152 N84-33485 Process Modeling Applied to Metal Forming and	and control system in a CCV lighter aircraft p 3 N83-22110 A UK NATS view of the air traffic management requirements in the next decade p 85 N83-22178 Military requirements
METAL WORKING Process Modeling Applied to Metal Forming and Thermomechanical Processing [AGARD.LS-137] p 158 N85-15086 METEOR TRAILS Meteor scatter radio communication at high latitudes p 186 N86-27564 Characteristics of high latitude meteor scatter	techniques in the fractographic determination of fatigue crack growth rates p 201 N85-24334 MICROSTRUCTURE The effect of recycling on cast structures and the internal character of IN100 alloy. A laboratory study p 152 N84-33485. Process Modeling Applied to Metal Forming and Thermomechanical Processing.	and control system in a CCV fighter arcraft p 3 N83-22110 A UK NATS view of the air traffic management requirements in the next decade p 85 N83-22178 Military requirements fuel economy, air traffic control, and defense budgets p 86 N83-22181 A Canadian approach to flutter clearance for external stores Use of Scientific and Technical information in the NATO
METAL WORKING Process Modeling Applied to Metal Forming and Thermomechanical Processing [AGARD-LS-137] METEOR TRAILS Meteor scatter radio communication at high latitudes p 186 N96-27564 Characteristics of high latitude meteor scatter prophagation parameters over the 45 - 104 MHz band	techniques in the fractographic determination of fatigue crack growth rates p 201 N85-24334 MICROSTRUCTURE The effect of recycling on cast structures and the internal character of IN100 alloy. A laboratory study p 152 N84-33485. Process Modeling Applied to Metal Forming and Thermomechanical Processing (AGARO-LS-137) p 158 N85-15086	and control system in a CCV lighter arcraft p.3 N83-22110 A UK NATS view of the air traffic management requirements in the next decade p.5 N83-22178 Military requirements — fuel economy, air traffic control, and defense budgets p.86 N83-22181 A Canadian approach to flutter clearance for external stores Use of Scientific and Technical information in the NATO Countries
METAL WORKING Process Modeling Applied to Metal Forming and Thermomechanical Processing [AGARD-LS-137] p 158 N85-15086 METEOR TRAILS Meteor scatter radio communication at high latitudes p 186 N86-27564 Characteristics of high latitude meteor scatter propagation parameters over the 45 - 104 MHz band p 186 N86-27575	techniques in the fractographic determination of fatigue crack growth rates p 201 N85-24334 MICROSTRUCTURE The effect of recycling on cast structures and the internal character of INVIDO alloy. A laboratory study p 152 N84-33485 Process Modeling Applied to Metal Forming and Thermomechanical Processing [AGARO-LS-137] p 158 N85-15086 MICROWAVE EQUIPMENT Considerations pertinent to propagation prediction methods applied to ambrone microwave equipment	and control system in a CCV lighter aircraft p 3 N83-22110 A UK NATS view of the air traffic management requirements in the next decade p 85 N83-22178 Military requirements fuel economy, air traffic control, and defense budgets p 86 N83-22181 A Canadian approach to flutter clearance for external stores Use of Scientific and Technical Information in the NATO Countries IAGARD:CP-337] p 239 N83-31531
METAL WORKING Process Modeling Applied to Metal Forming and Thermomechanical Processing [AGARD-LS-137] p. 158 N85-15086 METEOR TRAILS Meteor scatter radio communication at high latitudes p. 186 N86-27564 Characteristics of high latitude meteor scatter propagation parameters over the 45 - 104 MHz band p. 186 N86-27575 METEOROLOGICAL FLIGHT	techniques in the fractographic determination of fatigue crack growth rates p 201 N85-24334 MICROSTRUCTURE The effect of recycling on cast structures and the internal character of IN100 alloy. A laboratory study p 152 N84-33485. Process Modeling Applied to Metal Forming and Thermomechanical Processing (AGAROLS-137) p 158 N85-15086 MICROWAYE EQUIPMENT Considerations pertinent to propagation prediction	and control system in a CCV lighter aircraft p 3 N83-22110 A UK NATS view of the air traffic management requirements in the next decade p 85 N83-22178 Military requirements — fuel economy, air traffic control, and defense budgets p 86 N83-22181 A Canadian approach to flutter clearance for external stores p 117 N83-22216 Use of Scientific and Technical Information in the NATO Countries IAGARD-CP-3371 Royal Netherlands Armed Forces Scientific and
METAL WORKING Process Modeling Applied to Metal Forming and Thermomechanical Processing [AGARD-LS-137] P 158 N85-15086 METEOR TRAILS Meteor scatter radio communication at high latitudes p 186 N86-27564 Characteristics of high latitude meteor scatter propagation parameters over the 45 - 104 MHz band p 186 N86-27575 METEOROLOGICAL FLIGHT Statistical study of elevated ducts extension	techniques in the fractographic determination of fatigue crack growth rates p 201 N85-24334 MICROSTRUCTURE The effect of recycling on cast structures and the internal character of INVIDO alloy. A laboratory study p 152 N84-33485 Process Modeling Applied to Metal Forming and Thermomechanical Processing [AGARO-LS-137] p 158 N85-15086 MICROWAVE EQUIPMENT Considerations pertinent to propagation prediction methods applied to ambrone microwave equipment	and control system in a CCV lighter arcraft p3 N83-22110 A UK NATS view of the air traffic management requirements in the next decade p85 N83-22110 Military requirements:—fuel economy, air traffic control, and defense budgets p 86 N83-2218 A Canadian approach to flutter clearance for external stores p117 N83-2216 Use of Scientific and Technical information in the NATO Countries [AGARD-CP-337] p 239 N83-31531 Royal Netherlands Armed Forces Scientific and Technical Documentation and information-Center
METAL WORKING Process Modeling Applied to Metal Forming and Thermomechanical Processing [AGARD-LS-137] p 158 N85-15086 METEOR TRAILS Meteor scatter radio communication at high latitudes p 186 N86-27564 Characteristics of high latitude meteor scatter propagation parameters over the 45 - 104 MHz band p 186 N86-27575 METEOROLOGICAL FLIGHT Statistical study of elevated ducts extension p 162 N83-30889	techniques in the fractographic determination of fatigue crack growth rates p 201 N85-24334 MICROSTRUCTURE The effect of recycling on cast structures and the internal character of IM-100 alloy. A laboratory study p 152 N84-33485. Process Modeling Applied to Metal Forming and Thermomechanical Processing (AGAROLIS-137) p 158 N85-15086 MICROWAVE EQUIPMENT Considerations pertinent to propagation prediction methods applied to airborne microwave equipment p 172 N84-24970. The impact of propagation effects on the design of high capacity digital microwave links in the 18 GHz frequency.	and control system in a CCV lighter aircraft p 3 N83-22110 A UK NATS view of the air traffic management requirements in the next decade Military requirements in-fuel economy, air traffic control, and defense budgets A Canadian approach to flutter clearance for external stores Use of Scientific and Technical Information in the NATO Countries IAGARD-CP-3371 Royal Netherlands Armed Forces Scientific and Technical Documentation and Information-Center (TDCK) p 239 N83-31533
METAL WORKING Process Modeling Applied to Metal Forming and Thermomechanical Processing [AGARD-LS-137] p. 158 N85-15086 METEOR TRAILS Meteor scatter radio communication: at high latitudes p. 186 N86-27564 Characteristics of high latitude, meteor scatter propagation parameters over the 45 - 104 MHz band p. 186 N86-2757.5 METEOROLOGICAL FLIGHT Statistical study of elevated ducts extension p. 162 N83-30889 METEOROLOGICAL PARAMETERS	techniques in the fractographic determination of fatigue crack growth rates p 201 N85-24334 MICROSTRUCTURE The effect of recycling on cast structures and the internal character of IN100 alloy. A laboratory study Process Modeling Applied to Metal Forming and Thermomechanical Processing (AGAROLIS 137) p 158 N85-15086 MICROWAVE EQUIPMENT Considerations pertinent to propagation prediction methods applied to airborne microwave equipment p 172 N84-24970. The impact of propagation effects on the design of high capacity digital microwave links in the 18 GHz frequency band p 174 N85-19278.	and control system in a CCV lighter arcraft p 3 N83-22110 A UK NATS view of the air traffic management requirements in the next decade p 85 N83-22178 Military requirements — fuel economy, air traffic control, and defense budgets p 86 N83-22181 A Canadian approach to flutter clearance for external stores Use of Scientific and Technical information in the NATO Countries IAGARD-CP-3371 Royal Netherlands Armed Forces Scientific and Technical Documentation and information-Center (TDCK) The Italian Defence Scientific and Technical
METAL WORKING Process Modeling Applied to Metal Forming and Thermomechanical Processing [AGARD-LS-137] P 158 N85-15086 METEOR TRAILS Meteor scatter radio communication at high latitudes p 186 N86-27564 Characteristics of high latitude meteor scatter propagation parameters over the 45 - 104 MHz band p 186 N86-27575 METEOROLOGICAL FLIGHT Statistical study of elevated ducts extension p 162 N83-30889 METEOROLOGICAL PARAMETERS Overshoot interference on microwave radio links due	techniques in the fractographic determination of fatigue crack growth rates p 201 N85-24334 MICROSTRUCTURE The effect of recycling on cast structures and the internal character of IM-100 alloy. A laboratory study. p 152 N84-33485. Process Modeling Applied to Metal Forming and Thermomechanical Processing (AGAROLIS-137) p 158 N85-15086 MICROWAVE EQUIPMENT Considerations pertinent to propagation prediction methods applied to airborne microwave equipment p 172 N84-24970. The impact of propagation effects on the design of the propagative processority digital microwave links in the 18 GHz frequency.	and control system in a CCV lighter arcraft p3 N83-22110 A UK NATS view of the air traffic management requirements in the next decade p85 N83-22110 Military requirements —fuel economy, air traffic control, and defense budgets p86 N83-22161 A Canadian approach to flutter clearance for external stores p117 N83-2216 Use of Scientific and Technical information in the NATO Countries IAGARD-CP-337 p239 N83-31531 Royal Netherlands Armed Forces Scientific and Technical Documentation and Information-Center (TDCK) p239 N83-31533 The Italian Defence Scientific and Documentation Center p239 N83-31534
METAL WORKING Process Modeling Applied to Metal Forming and Thermomechanical Processing [AGARD-LS-137] p. 158 N85-15086 METEOR TRAILS Meteor scatter radio communication at high latitudes p. 186 N86-27564 Characteristics of high latitude motion scatter propagation parameters over the 45 - 104 MHz band p. 186 N86-27575 METEOROLOGICAL FLIGHT Statistical study of elevated ducts extension p. 162 N83-30889 METEOROLOGICAL PARAMETERS Overshool interference on microwave radio links due to the co-existence of multipath fading and trans-horizon.	techniques in the fractographic determination of fatigue crack growth rates p 201 N85-24334 MICROSTRUCTURE The effect of recycling on cast structures and the internal character of IN100 alloy. A laboratory study Process Modeling Applied to Metal Forming and Thermomechanical Processing (AGAROLIS 137) p 158 N85-15086 MICROWAVE EQUIPMENT Considerations pertinent to propagation prediction methods applied to airborne microwave equipment p 172 N84-24970. The impact of propagation effects on the design of high capacity digital microwave links in the 18 GHz frequency band p 174 N85-19278.	and control system in a CCV lighter arcraft p 3 N83-22110 A UK NATS view of the air traffic management requirements in the next decade p 85 N83-22178 Military requirements — fuel economy, air traffic control, and defense budgets p 86 N83-22181 A Canadian approach to flutter clearance for external stores Use of Scientific and Technical information in the NATO Countries IAGARD-CP-3371 Royal Netherlands Armed Forces Scientific and Technical Documentation and Information-Centre (TDCK) The Italian Defence Scientific and Technical Documentation Centre p 239 N83-31533 The Italian Defence Scientific and Technical Documentation Centre p 239 N83-31530 Organizational structure and operation of
METAL WORKING Process Modeling Applied to Metal Forming and Thermomechanical Processing [AGARD-LS-137] p. 158 N85-15066 METEOR TRAILS Meteor scatter radio communication: at high latitudes p. 186 N86-27564 Characteristics of high latitude meteor scatter propagation parameters over the 45 - 104 MHz band p. 186 N86-2757.5 METEOROLOGICAL FLIGHT Statistical study of elevated ducts extension p. 162 N83-30889 METEOROLOGICAL PARAMETERS Overshoot interference on microwave radio links due to the co-existence of multipath fading and trans-horizon propagation p. 162 N83-30892	techniques in the fractographic determination of fatigue crack growth rates prowth rates. The effect of recycling on cast structures and the internal character of IN100 alloy. A laboratory study p. 152. N84-33485. Process. Modeling Applied to Metal Forming and Thermomechanical Processing (AGAROLS-137). p. 158. N85-15086. MICROWAVE EQUIPMENT. Considerations pertinent to propagation prediction methods applied to airborne microwave equipment. p. 172. N84-24970. The impact of propagation effects on the design of high capacity digital microwave links in the 18 GHz frequency band. MICROWAVE IMAGERY. Earth resources research using the Shuttle Imaging Radar system. p. 235. N85-20779.	and control system in a CCV lighter arcraft p 3 N83-22110 A UK NATS view of the air traffic management requirements in the next decade Military requirements. "Luel economy, air traffic control, and defense budgets p 86 N83-22181 A Canadian approach to flutter clearance for external stores Use of Scientific and Technical information in the NATO Countries [AGARD-CP-337] Boyal Netherlands Armed Forces Scientific and Technical Documentation and Information-Center (TDCK) The Italian Defence Scientific and Technical Documentation Centre Documentation Centre p 29 N83-31534 Organizational structure and operation of defense / aerospace information centers in the United
METAL WORKING Process Modeling Applied to Metal Forming and Thermomechanical Processing [AGARD-LS-137] p. 158 N85-15086 METEOR TRAILS Meteor scatter radio communication at high latitudes p. 186 N86-27564 Characteristics of high latitude meteor scatter propagation parameters over the 45 - 104 MHz band p. 186 N86-2757.5 METEOROLOGICAL FLIGHT Statistical study of elevated ducts extension p. 162 N83-30889 METEOROLOGICAL PARAMETERS Overshoot interference on microwave radio links due to the co-existence of multipath fading and frans-horizon propagation. Characteristics of the Lower Atmosphere Influencing.	techniques in the fractographic determination of fatigue crack growth rates p 201 N85-24334 MICROSTRUCTURE The effect of recycling on cast structures and the internal character of IN100 alloy. A laboratory study p 152 N84-33485. Process Modeling Applied to Metal Forming and Thermomechanical Processing (AGARD-LS-137) p 158 N85-15086 MICROWAVE EQUIPMENT Considerations pertinent to propagation prediction methods applied to airborne microwave equipment. The impact of propagation effects on the design of high capacity digital microwave links in the 18 GHz frequency bend MICROWAVE IMAGERY Earth resources research using the Shuttle Imaging	and control system in a CCV lighter arcraft p3 N83-22110 A UK NATS view of the air traffic management requirements in the next decade p85 N83-22110 Military requirements —fuel economy, air traffic control, and defense budgets p86 N83-22181 A Canadan approach to flutter clearance for external stores p117 N83-2226 Use of Scientific and Technical information in the NATO Countries IAGARD-CP-337 p239 N83-31531 Royal Netherlands Armed Forces Scientific and Technical Documentation and Information-Center (TDCK) p239 N83-31534 The Italian Defence Scientific and Technical Documentation Center p239 N83-31534 Organizational structure and operation of defense / aerospace information centers in the United States of America p240 N83-31535
METAL WORKING Process Modeling Applied to Metal Forming and Thermomechanical Processing [AGARD-LS-137] p. 158 N85-15086 METEOR TRAILS Meteor scatter radio communication at high latitudes p. 186 N86-27564 Characteristics of high latitude meteor scatter propagation parameters over the 45 - 104 MHz band p. 186 N86-27575 METEOROLOGICAL FLIGHT Statistical study of elevated ducts extension p. 162 N83-30889 METEOROLOGICAL PARAMETERS Overshoot interference on microwave radio links due to the co-existence of multipath lading and trans-horizon propagation p. 162 N83-30899 Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation	techniques in the fractographic determination of fatigue crack growth rates prowth rates. The effect of recycling on cast structures and the internal character of IN100 alloy. A laboratory study p. 152. N84-33485. Process. Modeling Applied to Metal Forming and Thermomechanical Processing (AGAROLS-137). p. 158. N85-15086. MICROWAVE EQUIPMENT. Considerations pertinent to propagation prediction methods applied to airborne microwave equipment. p. 172. N84-24970. The impact of propagation effects on the design of high capacity digital microwave links in the 18 GHz frequency band. MICROWAVE IMAGERY. Earth resources research using the Shuttle Imaging Radar system. p. 235. N85-20779.	and control system in a CCV lighter arcraft p 3 N83-22110 A UK NATS view of the air traffic management requirements in the next decade p 85 N83-22178 Military requirements — fuel economy, air traffic control, and defense budgets p 86 N83-22181 A Canadian approach to flutter clearance for external stores p 17 N83-2216 Use of Scientific and Technical Information in the NATO Countries IAGARD-CP-3371 Royal Netherlands Armed Forces Scientific and Technical Documentation and information-Center (TDCK) The Italian Defence Scientific and Technical Documentation Centre p 239 N83-31533 The Italian Defence Scientific and Technical Documentation Centre p 239 N83-31531 Organizational structure and operation of defense / aerospace information centers in the United States of America
METAL WORKING Process Modeling Applied to Metal Forming and Thermomechanical Processing [AGARD-LS-137] p. 158 N85-15086 METEOR TRAILS Meteor scatter radio communication at high latitudes p. 186 N86-27564 Characteristics of high latitude meteor scatter propagation parameters over the 45 - 104 MHz band p. 186 N86-2757.5 METEOROLOGICAL FLIGHT Statistical study of elevated ducts extension p. 162 N83-30889 METEOROLOGICAL PARAMETERS Overshoot interference on microwave radio links due to the co-existence of multipath fading and frans-horizon propagation. Characteristics of the Lower Atmosphere Influencing.	techniques in the fractographic determination of fatigue crack growth rates p 201 N85-24334 MICROSTRUCTURE The effect of recycling on cast structures and the internal character of IM-100 alloy. A laboratory study. p. 152 N84-33485. Process Modeling Applied to Metal Forming and Thermomechanical Processing (AGAROLIS-137) p. 158 N85-15086 MICROWAVE EQUIPMENT Considerations pertinent to propagation prediction methods applied to airborne microwave equipment p. 172 N84-24970. The impact of propagation effects on the design of long capacity digital microwave links in the 18 GHz frequency band. p. 174 N85-19278 MICROWAVE IMAGERY Earth resources research using the Shuttle Imaging Radar system. MICROWAVE TRANSMISSION	and control system in a CCV lighter arcraft p3 N83-22110 A UK NATS view of the air traffic management requirements in the next decade Military requirements — use economy, air traffic control, and defense budgets p86 N83-22181 A Canadian approach to flutter clearance for external stores p117 N83-22216 Use of Scientific and Technical information in the NATO Countries IAGARD-CP-337 p298 N83-31531 Royal Netherlands Armed Forces Scientific and Technical Documentation and Information-Center (TDCK) p239 N83-31533 The Italian Defence Scientific and Technical Documentation Centre p239 N83-31534 Organizational structure and operation of defense / aerospace information centers in the United States of America p240 N83-31535 Voice technology in Navy training systems p166 N83-34188
METAL WORKING Process Modeling Applied to Metal Forming and Thermomechanical Processing [AGARD-LS-137] p. 158 N85-15086 METEOR TRAILS Meteor scatter radio communication at high latitudes p. 186 N86-27564 Characteristics of high latitude meteor scatter propagation parameters over the 45 - 104 MHz band p. 186 N86-27575 METEOROLOGICAL FLIGHT Statistical study of elevated ducts extension p. 162 N83-30889 METEOROLOGICAL PARAMETERS Overshoot interference on microwave radio links due to the co-existence of multipath lading and trans-horizon propagation p. 162 N83-30899 Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation	techniques in the fractographic determination of fatigue crack growth rates p 201 N85-24334 MICROSTRUCTURE The effect of recycling on cast structures and the internal character of IN100 alloy. A laboratory study. p 152 N84-33485 Process Modeling Applied to Metal Forming and Thermomechanical Processing (AGAROLIS 137) p 158 N85-15086 MICROWAYE EQUIPMENT Considerations pertinent to propagation prediction methods applied to airborne microwave equipment. p 172 N84-24970 The impact of propagation effects on the design of high capacity digital microwave links in the 18 GHz frequency band. p 174 N85-19278 MICROWAYE MAGERY Earth resources research using the Shuttle Imaging Radar system. p 235 N85-20779 MICROWAYE TRANSMISSION. Gain patterns of microwave common carrier antennas.	and control system in a CCV lighter arcraft p 3 N83-22110 A UK NATS view of the air traffic management requirements in the next decade p 85 N83-22178 Military requirements — fuel economy, air traffic control, and defense budgets p 86 N83-22181 A Canadian approach to flutter clearance for external stores p 17 N83-2216 Use of Scientific and Technical Information in the NATO Countries IAGARD-CP-3371 Royal Netherlands Armed Forces Scientific and Technical Documentation and information-Center (TDCK) The Italian Defence Scientific and Technical Documentation Centre p 239 N83-31533 The Italian Defence Scientific and Technical Documentation Centre p 239 N83-31531 Organizational structure and operation of defense / aerospace information centers in the United States of America

SUBJECTINDEX		mymp.v.cm
Computer aided construction of ground attack mission	Narrowband spread spectrum systems	MISSILES
profiles over European terrain p 26 N84-15060	p 178 N85-19307	Validation of software for integration of missiles with aircraft systems p.7 N83-22140
A dynamic approach to military avionics systems testing p 28 N84-15075	Propagation Effects on Military Systems in the High Latitude Region	Some results from a programme of research into the
Selected factors affecting aircrew performance during	[AGARD-CP-382] p 181 N86-27531	structure of vortex flow fields around missile shapes
sustained operations p 208 NB4-21074	MILLIMETER WAVES Multiple diffusion by hydrometeorology. A numerical	p 77 N84-12111 Ramjet and Ramrocket Propulsion Systems for
Human factors of air operations in the South Atlantic	simulation p 162 NB3-30890	Missiles
campaign p 209 N84-21080 Sustained military operations with particular reference	Propagation constraints in the millimetre wavebands due	[AGARD-LS-136] p 149 N85-15809
to prolonged exercise p 210 N84-21081	to precipitation scattering p 163 N83-30894 A mm-wave collision warning device for helicopters	Gyrolaser guidance system for medium range missiles
Aeromedical support in military helicopter operations	p 163 N63-30895	p 67 N85-26649
p 212 N84 26280 Seeker systems simulation, present capability and future	A predictor model for EHF communication satellite	Validation of missile system simulation [AGARD-AR-206] p 142 N86-27350
technology p 142 N84-31254	system availabilities in the presence of rain p 163 N83-30896	MISSION ADAPTIVE WINGS
Simulation applied to the avionics system testing in the	The effect of a low-altitude nuclear burst on millimeter	Automatic flight control modes for the AFTI/F-111
F/A-18 p 42 N84-34409 Operational requirements versus technological	wave propagation p 169 N84-24947	mission adaptive wing aircraft p 124 N85-26756
Operational requirements versus technological capabilities p.55 N85-16798	Effective millimeter wave transmission under severe multipath conditions p 178 N85-19308	Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 128 N85-27909
Automatic briefing and mission management systems	MIRAGE AIRCRAFT	MISSION PLANNING
for battlefield support p 55 N85-16799 Standard Attitude Heading Reference System (SAHRS)	The high angle of attack behavior of a combat aircraft:	Automatic briefing and mission management systems
full scale development program p 55 N85-16804	Correlation between prediction and flight Mirage 2000 aircraft p 10 N83-30367	for battlefield support p 55 N85-16799
Integrated control and display systems for helicopter	Effects of integrated maintenance on the definitions of	A Computer-generated topographic display system for navigation and mission planning in helicopters
battlefield mission management p 56 N85-16805 Evaluation of nose, roof, and mast mounted sensor	onboard equipments Mirage 2000 aircraft	p 55 N85-16800
platforms for piloting and sighting, integrated in future	p 19 N84-12068 Hydraulic generation of auxilliary power for the Mirage	Human Factors Considerations in High Performance
combat helicopters p 56 N85-16808	2000 aircraft p 99 N84-12176	Aircraft [AGARD-CP-371] p 228 N85-19653
Personnel protection concepts for advance escape system design p 229 N85-19658	Methods for developing the navigation and weapon	Mission requirements and handling qualities
Space System Applications to Tactical Operations	systems of the Mirage 2000 p 27 N84-15068 The MIRAGE 2000. Fly by wire control and safety	p 70 N85-28918
[AGARD-CP-344] p 231 N85-20751	p 30 N84-15093	Automation and pilot interactions in night or all-weather
Tactical operations and space applications p 231 N85-20752	Aeroelastic analysis and the identification of flight loads	tactical operations p 88 N86-26319 MISSIONS
EHF MILSATCOM systems for tactical users	Mirage 2000 aircraft p 46 N85-15679 Map display for helicopters p 55 N85-16801	Computer aided construction of ground attack mission
p 232 N85-20755	Map display for helicopters p 55 N85-16801 Calculation of unsteady transonic flow around a high	profiles over European terrain p 26 N84-15060
Tactical military communications by satellite relay at high latitudes p 232 N85-20756	swept wing p 65 N85-25184	MIXING Numerical solution of the Navier-Stokes equations for
The Ferranti Tactical SHF SATCOM station	Physical training of Mirage 2000 pilots p 227 N86-30324	3-D internal flows: An emerging capability
(MANSAT) p 233 N85-20759	MIRRORS	p 196 N85-32300
Tactical satellite terminals for land and airborne C3 applications p 233 N85-20760	Optically bistable devices using InSb	MIXING CIRCUITS Multiport optical detectors p 238 N85-29769
applications p 233 N85-20760 The Global Positioning System (GPS): Program status	p 236 N85-29758 Deformable mirror nearest neighbor optical computer	MIXING LENGTH FLOW THEORY
update p 233 N85-20761	p 238 N85-29772	Computing the three dimensional boundary layer in a
Potential impact of Navstar GPS on NATO tactical operations p 233 N85-20763	MISS DISTANCE	compressor p 102 N84-16200 MOBILE COMMUNICATION SYSTEMS
Tactical applications of GPS user equipment	Warheads for SAM systems p 142 N84-31257 MISSILE CONTROL	Defense Meteorological Satellite Program (DMSP)
p 233 N85-20765	Aerodynamic characteristics of missile controls	p 234 N85-20766
Practical applications of satellite-derived meteorological	p 119 N84-10092	Techniques for improving the reliability of mobile HF communications over high-absorption paths
and oceanographic data in Naval operations p 234 N85-20771	Strapdown inertial systems for factical missiles using	p 183 N86-27545
Statistics of french Armee de l'air ejections 1970 -	mass unbalanced two-axis rate gyros p 87 N84-25696	MODELS
1980 p 217 N85-21971 Testing of the digital flight control system of the German	Modular strapdown guidance unit with embedded	The development of an ionospheric model thesaurus and user's guide p 161 N83-30884
CCV fighter experimental aircraft p 63 N85-22361	microprocessors p 88 N84-25697	Ballistic/detonic transition of propellants
The evolution of active control technology systems for	Advanced Technology for SAM Systems Analysis Synthesis and Simulation	p 60 N85-17041
the 1990's helicopter p 124 N85-26758 VHSIC today and tomorrow p 187 N86-28338	[AGARD-LS-135] p 141 N84-31248	Progress in modelling the polar ionosphere from solar and magnetosphere parameters p 185 N86-27556
VHPIC and the UK Alvey Programme	Advanced technology for SAM systems analysis.	Statistics of auroral radio absorption in relation to
p 187 N86-28339	synthesis and simulation p 141 N84-31249	prediction models p 185 N86-27557
High leverage GaAs integrated circuits for military systems p 187 N86-28343	Method for designing future weapons systems: Example of the very short distance ground-air systems	MODEMS Adaptive signal processing for radio communications
A comparison of the radiation hardness of various VLSI	p 141 N84-31250	p 176 N85-19295
technologies for defense applications	Some aspects of guidance loop design for SAM	Fast synchronization model for UHF spread-spectrum
p 188 N86-28344 The use of fault tolerant and testable high performance	systems p 141 N84-31251	communication system p 176 N85-19296 A modern with pseudo-orthoganal codes Experimental
integrated circuits for improved military electronic system	Terminal control for command to line of sight guided missile p 142 N84-31252	results pseudo-ornogana codes Experimental
availability p 188 N86-28347	A new concept for guiding missiles with an application	Error correction coding for a self-adaptive modem
Charge processing in infrared CCD-sensor-arrays	to the ground-air system p 142 N84-31253	Theoretical and experimental results p 178 N85-19303
p 191 N86-28363 MILITARY PSYCHOLOGY	Horning head imperfections altering missile guidance	A microprocessor controlled parallel model with
Variations in states of alertness during continuous	p 142 N84-31256 Cost-effective missile quidance through distributed	FDPSK p 178 N85-19304
operations at the control post level p 208 N84-21068. The effects of sleep loss and sustained mental work.	architecture and standard processes p 69 N85-26662	Serial data transmission with large output on the HF channel p 178 N85-19305
Implications for command and control performance	Potential impact of VLSI technologies on guided missile	MODULARITY
208 N84-21069	design p 191 N86-28362	Towards a modularity of software conceived for the
Psycho-ergonomic problems presented by the	A floating point processor for missile guidance p 191 N86-28366	requirement of the user p 22 N84-15040
prolonged wearing of gas masks p 208 N84-21073 MILITARY SPACECRAFT	New system design methodologies in the design of	A modular dissimilar redundant computer designed for high integrity control p 127 N85-27904
US MILSATCOM Present and future	modern imaging missile systems stimulated by the	MODULATION
p 232 N85-20753 UK Skynet 4 communications satellites	introduction of VLSI development tools	Modern HF communications, modulation and coding
	- 100 Not 20057	
	p 192 N86-28367	p 159 N83-30867 Influence of ionospheric irregularity shape and velocity
p 232 N85-20757 Minimization of system vulnerability in Naval satellite	p 192 N86-28367 MISSILE DESIGN Simulation A tool for cost-effective systems design and	Influence of ionospheric irregularity shape and velocity on the design of airborne satellite communications
p 232 N85-20757 Minimization of system vulnerability in Naval satellite communication networks p 232 N85-20758	MISSILE DESIGN	Influence of ionospheric irregularity shape and velocity on the design of airborne satellite communications systems p.182 N86-27538
p 232 N85-20757 Minimization of system vulnerability in Naval satellite communication networks p 232 N85-20758 MILITARY TECHNOLOGY	MISSILE DESIGN Simulation A tool for cost-effective systems design and live test reduction p.68 N85-26657 Cost-effective missile guidance through distributed	Influence of ionospheric irregularity shape and velocity on the design of airborne satellite communications systems p 182 N86-27538 MODULATORS
p 232 N85-20757 Minimization of system vulnerability in Naval satellite communication networks p 232 N85-20758	MISSILE DESIGN Simulation A tool for cost-effective systems design and live test reduction p 68 N85-26657 Cost-effective missile guidance through distributed architecture and standard processes p 69 N85-26662	influence of ionospheric irregularity shape and velocity on the design of airborne satellite communications systems p. 182 N86-27538 MODULATORS Optical modulators and bistable devices using molecular gases p. 237 N85-29-61
Minimization of system vulnerability in Naval satellite communication networks p 232 N85-20758 MILITARY TECHNOLOGY Software for Avionics [AD-A127131] p 4 N83-22112 Speech Processing	MISSILE DESIGN Simulation A tool for cost-effective systems design and live test reduction p.68 N85-26657 Cost-effective missile guidance through distributed	Influence of ionospheric irregulantly shape and velocity on the design of airborne satellite communications systems p. 182 N86-27538 MODULATORS Optical modulators and bistable devices using molecular gases p. 237 N85-29761 MODULES
p 232 N85-20757	MISSILE DESIGN Simulation A tool for cost-effective systems design and live test reduction p.68 NB5-26657 Cost-effective missile guidance the distributed architecture and standard processes p.69 NB5-26662 Potential impact of VLSI technologies on guided missile design p.191 NB6-2830.2 New system design methodologies in the design of	Influence of ionospheric irregularity shape and velocity on the design of airborne satellite communications systems p. 182 N86-27538 MODULATORS Optical modulators and bistable devices using molecular gases MODULES Critical factors and operational research in tactical fighter
Minimization of system vulnerability in Naval satellite communication networks p 232 N85-20758 MILITARY TECHNOLOGY Software for Avionics [AD-A127131] p 4 N83-22112 Speech Processing	MISSILE DESIGN Simulation A tool for cost-effective systems design and live test reduction p.68 N85-26657 Cost-effective missile guidance through distributed architecture and standard processes p.69 N85-26662 Potential impact of VLSI technologies on guided missile design p.191 N86-283(2) New system design methodologies in the design of modern imaging missile systems stimulated by the	Influence of ionospheric irregulantly shape and velocity on the design of airborne satellite communications systems p. 182 N86-27538 MODULATORS Optical modulators and bistable devices using molecular gases p. 237 N85-29761 MODULES
p 232 N85-20757 Minimization of system vulnerability in Naval satellite communication networks p 232 N85-20758 MILITARY TECHNOLOGY Software for Avionics [AD-A127131] p 4 N83-22112 Speech Processing [AGARD-LS-129] p 165 N83-34179 General review of military applications of voice processing Documentation and separate test program development	MISSILE DESIGN Simulation A tool for cost-effective systems design and live test reduction p.68 N85-26657 Cost-effective missile guidance through distributed architecture and standard processes p.69 N85-26662 Potential impact of VLSI technologies on guided missile design p.191 N86-283() New system design methodologies in the design of modern imaging missile systems stimulated by the introduction of VLSI development tools.	Influence of ionospheric irregularity shape and velocity on the design of airborne satellite communications systems p. 182 N86-27538 MODULATORS Optical modulators and bistable devices using molecular gases p. 237 N85-29761 MODULES Contical factors and operational research in tactical fighter avionic system development p. 26 N84-15062 MOLECULAR GASES Optical modulators and bistable devices using molecular
p 232 N85-20757 Minimization of system vulnerability in Neval satellite communication networks p 232 N85-20758 MILLTARY TECHNOLOGY Software for Avionics [AD-A127131] p 4 N83-22112 Speech Processing [AGARD-LS-129] p 165 N83-34179 General review of military applications of voice processing Documentation and separate test program development is most important for test/maintenance	MISSILE DESIGN Simulation A tool for cost-effective systems design and live test reduction p.68 N85-26657 Cost-effective missile guidance through distributed architecture and standard processes p.69 N85-26662 Potential impact of VLSI technologies on guided missile design New system design methodologies in the design of modern imaging missile systems stimulated by the introduction of VLSI development tools p.192 N86-28367	Influence of ionospheric irregularity shape and velocity on the design of airborne satellite communications systems p 182 N86-27538 MODULATORS p 182 N86-27538 MODULATORS Optical modulators and bistable devices using molecular gases p 237 N85-29761 MODULES Critical factors and operational research in tactical fighter avionic system development p 26 N84 15062 MOLECULAR GASES Optical modulators and bistable devices using molecular gases p 237 N85-29761
p 232 N85-20757 Minimization of system vulnerability in Naval satellite communication networks p 232 N85-20758 MILITARY TECHNOLOGY Software for Avionics [AD-A127131] p 4 N83-22112 Speech Processing [AGARD-LS-129] p 165 N83-34179 General review of military applications of voice processing Documentation and separate test program development	MISSILE DESIGN Simulation: A tool for cost-effective systems design and live test reduction: p. 68. N85-26657. Cost-effective imsaile guidance through distributed architecture and standard processes. p. 69. M85-26662. Potential impact of VLSI technologies on guided missile design. p. 191. N86-283.1. New system design methodologies in the design of modern imaging missile systems stimulated by the introduction of VLSI development tools. p. 192. N86-28367. MISSILE SYSTEMS. Survey of missile simulation and flight mechanics.	Influence of ionospheric irregularity shape and velocity on the design of airborne satellite communications systems p. 182 N86-27538 MODULATORS Optical modulators and bistable devices using molecular gases p. 237 N85-29761 MODULES Contical factors and operational research in tactical fighter avionic system development p. 26 N84-15062 MOLECULAR GASES Optical modulators and bistable devices using molecular
p 232 N85-20757 Minimization of system vulnerability in Neval satellite communication networks MILITARY TECHNOLOGY Software for Avionics [AD-A127131] p 4 N83-22112 Speech Processing [AGARD-LS-129] p 165 N83-34179 General review of military applications of voice processing Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Helicopter Guidance and Control Systems for Battleheid Support	MISSILE DESIGN Simulation A tool for cost-effective systems design and live test reduction p.68 N85-26657 Cost-effective imissile guidance through distributed architecture and standard processes p.69 N85-26662 Potential impact of VLSI technologies on guided missile design p.191 N86-2831.2 New system design methodologies in the design of modern imaging missile systems stimulated by the introduction of VLSI development tools p.192 N86-28367 MISSILE SYSTEMS Survey of massile simulation and flight mechanics facilities in NATO.	Influence of ionospheric irregularity shape and velocity on the design of airborne satellite communications systems p. 182 N86-27538 MODULATORS Optical modulators and bistable devices using molecular gases MODULES Critical factors and operational research in factical lighter avonic system development p. 26 N84-15062 MOLECULAR GABES Optical modulators and bistable devices using molecular gases p. 237 N85-29761 MOLECULAR WEIGHT Determination of the decomposition behavior of double base propellaints at low temperatures
p 232 N85-20757 Minimization of system vulnerability in Naval satellite communication networks p 232 N85-20758 MILITARY TECHNOLOGY Software for Avionics [AD-A127131] p 4 N83-22112 Speech Processing [AGARD-LS-129] p 165 N83-34179 General review of military applications of voice processing p 165 N83-34180 Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Helicopter Guidance and Control Systems for Battlefield Support [AGARD-CP-359] p 54 N85-16797	MISSILE DESIGN Simulation A tool for cost-effective systems design and live test reduction p.68 N85-26657 Cost-effective missile guidance through distributed architecture and standard processes p.69 N85-26662 Potential impact of VLSI technologies on guided missile design. New system design methodologies in the design of modern imaging missile systems stimulated by the introduction of VLSI development tools. p. 192 N86-28367 MISSILE SYSTEMS Survey of missile simulation and flight mechanics facilities in NATO. [AD-A128440] p.130 N83-29276	Influence of ionospheric irregularity shape and velocity on the design of airborne satellite communications systems p. 182 N86-27538 MODULATORS Optical modulators and bistable devices using molecular gases p. 237 N85-29761 MODULES Critical factors and operational research in tactical fighter avionic system development p. 26 N84 15062 MOLECULAR GASES Optical modulators and bistable devices using molecular gases p. 237 N85-29761 MOLECULAR WEIGHT Determination of the decomposition behavior of double base proprillants at low temperatures p. 61 N85-17045
p 232 N85-20757 Minimization of system vulnerability in Neval satellite communication networks MILITARY TECHNOLOGY Software for Avionics [AD-A127131] p 4 N83-22112 Speech Processing [AGARD-LS-129] p 165 N83-34179 General review of military applications of voice processing Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Helicopter Guidance and Control Systems for Battleheid Support	MISSILE DESIGN Simulation A tool for cost-effective systems design and live test reduction p.68 N85-26657 Cost-effective imissile guidance through distributed architecture and standard processes p.69 N85-26662 Potential impact of VLSI technologies on guided missile design p.191 N86-2831.2 New system design methodologies in the design of modern imaging missile systems stimulated by the introduction of VLSI development tools p.192 N86-28367 MISSILE SYSTEMS Survey of massile simulation and flight mechanics facilities in NATO.	Influence of ionospheric irregularity shape and velocity on the design of airborne satellite communications systems p. 182 N86-27538 MODULATORS Optical modulators and bistable devices using molecular gases MODULES Critical factors and operational research in factical lighter avonic system development p. 26 N84-15062 MOLECULAR GABES Optical modulators and bistable devices using molecular gases p. 237 N85-29761 MOLECULAR WEIGHT Determination of the decomposition behavior of double base propellaints at low temperatures
p 232 N85-20757 Minimization of system vulnerability in Neval satellite communication networks MILITARY TECHNOLOGY Software for Avionics [AD-A127131] p 4 N83-22112 Speech Processing [AGARD-LS-129] p 165 N83-34179 General review of military applications of voice processing Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Helicopter Guidance and Control Systems for Battlefield Support [AGARD-CP-359] p 54 N85-16797 Technical evaluation report on the 48th Symposium of	MISSILE DESIGN Simulation A tool for cost-effective systems design and live test reduction p.68 N85-26657. Cost-effective missile guidance through distributed architecture and standard processes p.69 N85-26662. Potential impact of VLSI technologies on guided missile design. New system design methodologies in the design of modern imaging missile systems stimulated by the introduction of VLSI development tools. p. 192 N86-28367. MISSILE SYSTEMS. Survey of missile simulation and flight mechanics facilities in NATO. [AD-A128440] p.130 N83-29276. Missile system for low attitude air defence.	Influence of ionospheric irregularity shape and velocity on the design of airborne satellite communications systems p. 182 N86-27538 MODULATORS Optical modulators and bistable devices using molecular gases p. 237 N85-29761 MODULES Critical factors and operational research in factical fighter avionic system development p. 26 N84 15062 MOLECULAR GASES Optical modulators and bistable devices using molecular gases p. 237 N85-29761 MOLECULAR WEIGHT Determination of the decomposition behavior of double base proprillants at low temperatures p. 61 N85-17045

MOMENTUM THEORY
A contribution to the problem of vortex breakdown
p 79 N84-12125
MONITORS
Tornado Structural Usage Monitoring System
(SUMS) p 46 N85-15680
CRT install and secure stations for the generic monitor
line p 198 N86-13632
MONKEYS
Susceptibility of call and squirrel monkey to motion
sickness induced by visual stimulation. Correlation with
susceptibility to vestibular stimulation
o 215 N85-20650
MORPHOLOGY
Contribution of standard X-ray to cardiovascular
the state of the shared examination of flying

xamination of flying p 210 N84-21088 exploration during the clinical examination of MOTION AFTEREFFECTS Thresholds for detection of linear oscillation follo prolonged weightlessness p 219 N85-3 MOTION SICKNESS p 219 N85-31810

Motion Sickness Mechanisms, Prediction, Prevention Neurophysiological correlates of motion sickness Role of vestibulocerebellium and 'vomiting center' reanalyzed

p 214 N85-20643 luence of gravitoinertial force level on apparent tude of coriols cross-coupled angular accelerations intron sickness p 214 N85-20644 obion suchness P 214 houses Substitution and oculomotor function during Gz P 215 N85-20645 variations p 215
Prediction of the space adaptation syndron

p 215 N85-20646 Prediction of seasickness susceptibility

Prediction of seasickness susceptibility
p 215 N65-20647
Laboratory tests of motion sickness susceptibility
p 215 N85-20648

Results of a longitudinal study of arrsckness incidence during Naval flight officer training p 215 N85-20649. Susceptibility of cat and squirrel monkey to motion sickness induced by visual stimulation. Correlation with susceptibility to vestibular stimulation

n 215 NR5-20650 Susceptability to kinetoses and the amplitude perceived from sensory illusions p. 215 N85-20651
Preflight and postflight motion sickness testing of the Spacelab 1 crew p. 216 N85-20652
Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys

p 216 N85-20653 Space motion sickness monitoring experiment pacelab 1 p 216 N85-20654 Space adaptation syndrome Incidence and operational implications for the space transportation system progra p 216 N85-20655

Analysis of head motion during simulated, rough water operation of a 2200 fm surface effect ship p 216 N85-20656 A double blind comparative trial of powdered ginger root hydropromide, and cinnarizine in the prophylaxis

of motion sickness induced by cross coupled stimulati p 216 N85-20657
The current status of the RAF programme of

densensitisation for motion sick aircrew Psychological components in the development and p 217 N85:20659 Psychological communication of air sickness p 217 modes.

Biofeer® - It treatment of airsickness A review p 217 N85-20660

MOTION SICKNESS DRUGS A double blind comparative trial of powdered ginger root, rosine hydrobromide, and cinnarizine in the prophylaxis of motion sickness induced by cross coupled stimulation p 216 N85-20657

MOTIVATION Sustained military operations with particular reference prolonged exercise p.210 N84-21081

to prolonged exercise RCA AIRCRAFT Tornado flight control software validation Methodolo nd tools p.7 N83-221

Ground and flight test techniques used for proof of structural integrity of the Tornado combat aircraft p.12 N83-30377

Comparison of flight loads measurements results and prediction for Tornado p 12 N83:30378 Concepts for avionic and weapon integration facilities n 27 NA4-15070

A technique to determine lift and drag polars in fligi D 41 N84 34402

Aircraft tests in the clearance program for the use of a combat aircraft from a runway after damage repair p. 82 N84-34404 light test techniques used for proof of structural integrity

of Tornado when carrying external stores p.43 N84-34413 Structural Usage Monitoring System p.46 N85 15680 Tornado (SUMS)

Flight parameters recording for structure fatigue life nontoring p.47 N85-15682

Study and realisation of a 3rd level maintenance center ased on ATE systems utilization p 47 N85-16735 based on ATE systems utilization
MULTIPATH TRANSMISSION

Propagation 2 Problems in HF propagation n 159 N83-30870

Overshoot interference on microwave radio links due to the co-existence of multipath fading and trans-horizon n 162 N83-30892 On combating multipath effects using spread-spectrum ystems p 164 N83-30906 D.1 statistical model of tropospheric multipath

p 168 N84-24944 A GaAs refractometer for tropospheric studies p 170 N84-24952

Prediction of multipath fading on terrestrial microwave links at frequencies of 11 GHz and greater p 170 NB4-24953

Effect of leap length on the quality of large capacity umerical linkages p 170 N84-24954 numerical linkages umerical linkages

Multipath outage performance of digital radio receivers

find tan adaptive equalizers p 170 N84-24955 using finite-tap adaptive equalizers p 170 N84-24955 Spherical propagation models for multipath-propagation Spherical propagation models for multipath-propagation predictions p 170 N84-24956 Limits of the propagation medium with respect to digital signal transmission p 172 N85-19270 Propagation influences on the performance of a reduced bandwidth quadrature phase shift keyed digital radio system p 173 N85-19274 A review of atmospheric multipath measurements and A review of atmospheric multipath measurements and digital system performance p. 174. N85-19279 Multipath and Doppler observations during transatlantic digital. HF propagation experiments p. 174. N85-19281 An ionospheric mode detection system for HF communications application p. 174. N85-19283. Wideband line-of-sight channel measurements and simulation. Application to digital radio links p. 174. N85-19283.

Design criteria for limited scan antennas at digital microwave line of sight links p 175 N85-19284 Measurements and predictions of multipath dispersion for troposcatter links p 175 N85-19289 Asynchronous transmission with strong spectral for troposcatter links p.175 Ne5-19209
Asynchronous transmission with strong spectral spead p.177 N85-19300
Fast data and voice transmission for mobile services with high immunity against multipath and co-channel interference p.178 N85-19306 Effective millimeter wave transmission under severe multipath conditions p 178 N85-19308 MULTIPLEXING

The use of multiplex data buses in a high integrity ystem p 2 N83-22102

MULTIPLIERS Numerical optical computing at the Ohio State University p 239 N85-29775 MULTIPROCESSING (COMPUTERS)

Evolution toward a multi-bus architecture for Army helicopter avionic systems p. 56 N85-16812 modular dissimilar redundant computer designed for high integrity control p. 123 N85-26751 A modular dissimilar reducidant integrity control p 123 N85-207-21 N85-207-2

MULTIPROGRAMMING Simulation requirements to support the development of a fault tolerant avionic system p 27 N84-15072 Software testing of safety critical systems p 28 N84-15073

MULTISPECTRAL BAND SCANNERS
The spot operational remote sensing ing satellite system p 235 N85-20776 Current status and perspectives M 'I TISTATIC RADAR

Bistatic radar reflectivities in the range 11-30 GHz 162 N83-30891

MUSCULAR FUNCTION Postural adjustments associated with arm movem p 220 N85-31813 MUSCULAR TONUS p 210 N84-21085 The exercise electrocardiogram

N

NACELLES

Viscous three-dimensional flow separations from high-wing propeller-turbine nacelle models p. 78 N84 12115

Connecting aircraft and external loads p 23 N84-15046 Wind tunnel investigation of the interaction of propeller

slipstream with nacelle/wing/flap combinations p 73 N86 11166

NAP-OF-THE-EARTH NAVIGATION

AP-OF-THE-E-RATTH NAVIGATION
Assessment of simulation idelity using measurements of pidoting lechnique in flight p. 57. N85-16817.
Ground evaluation of helicopter air to air wardare p. 62. N85-2360.
Automation and pidot interactions in night or all-waither tactical operations. p. 88. N86-26319.
Assessment of dental terrain data in flight operations.

Applications of digital terrain data in flight operations p.89 N86-26324

A new technique for terrain following/terrain avoidance A new technique for terrain following/terrain avoidance guidance command generation p 89 N86-26325 Use of a CO2 laser lidar for flight and penetration at very low altitudes p 90 N86-26326

Organizational structure and defense/aerospace information centers states of America NASA PROGRAMS operation p 240 N83-31535

NAVIED STOKES FORATION On the generation of vortical flow at hypersonic speeds over elliptical cones p.78 N84-12114 On the generation of vortical flow at types since specially ver elliptical cones p. 78 N84-12114

Numerical simulation of stalling flows by an integral quation method p. 102 N84-16199 equation method

The calculation of fully three dimensional flow through any type of turbomachine blade row p 195 N85-32294

Performance evaluation of flow in turbomachinery blade p 196 N85-32299 Unsteady flows: Fundamentals and applications

p 143 N86-27225
Unsteady viscous flow of an incompressible fluid around a profile: A comparison of theory and practice

p 143 N86-27227 Velocity and turbulence measurements in dynamically

stalled boundary layers on an oscillating airfoil p 143 N86-27228

Unsteady turbulent boundary-layer experiments with rapidly changing free-stream conditions p 144 N86-27233

NAVIGATION Guidance and Control Techniques for Advanced Space

[AGARD-CP-350] p 137 N84-24603 Multifunction spacecraft attitude navigation system | AGARD-CP-350| p 137 N84-24601 | Multifunction spacecraft attitude estimation and avigation system p 139 N84-24611 | Map display for helicopters p 55 N85-16801 | Development of a Helicopter integrated navigation system p 55 N85-16802 High accuracy Doppler navigation employing optimum tegrated position fix information p 55 N85-16803 integrated position by information integrated position in minimation | 5 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 | 1802 battletield mission management p 56 N85-16
Space System Applications to Tactical Operations
[AGARD-CP-344] p 231 N85-26

A cost-efficient control procedure for the benefit of all respace users p 67 N85-26651 airspace users

airspace users p. b./ No9-2001.

The application of high-performance integrated circuits for airport fire control radars p. 192 N86-28369.

NAVIGATION AIDS integration of ICNIA into advanced high performance fighter aircraft p. 26 N84-15059 Reference systems for the evaluation of dead-reckoning Heterence systems for the evaluation of dead-reckoning awagation equipment p.4.2 N84-34406. Reference systems for the evaluation of dead-reckoning navigation equipment p.62 N85-22358. Combinational performance/cost analysis of an autonomous navigation system for aircraft.

p 66 N85 26640 Preguidance and piloting with the aid of composite

A method of estimating aircraft attitude from 1ly by wire light control system data p 68 N85-26653 Terrain following without use of forward looking sensors p 69 N85-26659 Low cost two gimbal inertial platform and its syst stegration p 69 N85-26 n 69 N85-26661

NAVIGATION INSTRUMENTS Reference systems for the evaluation of dead-reckor navigation equipment p 42 N84-34 n 42 N84-34406 Reference systems for the evaluation of dead-reckor navigation equipment p 62 N85-22358

NAVIGATORS Sensitivity to color contrasts and the selection

p 227 N86-30318 NAVSTAR SATELLITES

Navstar GPS applications to test and training p 44 N84-34418 Simulation of the performance of adaptively controlled

Navstar antennas in battlefield scenarios p 176 N85 19292 Potential impact of Navstar GPS on NATO factical perations p 233 N85-20763

Coverage and buildup of the Navstar constellation p 233 N85-20764

Practical applications of satellite-derived meteorological and oceanographic data in Naval operations p 234 N85-20771

A review of neck injury and impaired consciousness associated with US Navy ejections 1 January 1969 - 31 December 1979 p.217 N85-21973

Relationship of cardiopulmonary fitness to flight enformance in tactical aviation p 228 N86-30326 performance in tactical aviation Hypobark training of light personnel without compromising quality of life p 228 N86-30327

SUBJECT INDEX		
NEAR FIELDS		
An investigation of in-flight near-fit	orq ble	peller noise
generation and transmission	p 74	N86-11171
Full-scale flight and model-scale w		
the nearfield noise characteristics of a	urcraft	propellers
	p 74	N86-11172
NEAR WAKES		
Recent developments in three-	dimens	ional wake
analysis	p 84	N86-15273
NECK (ANATOMY)		
The clinical and radiological asses	sment	of cervical
injury, Annex A	p 218	N85-21976
NETWORK ANALYSIS		
Applications of network modeling and	d analy:	sis to system
validation and verification	p 7	N83-22136
NETWORKS		
Network communications for a	distribu	ted avionics
system	p 24	N84-15052
NEUROMUSCULAR TRANSMISSION		
Continuous ECG monitoring by the	Holter	method
•	p 210	N84-21086
The Holter method in aeronautical r	nedicin	e
	p 210	N84-21087
NEUROPHYSIOLOGY		
The U.S. Air Force neurophysiolog	ical w	orkload lest
battery Concept and validation	p 207	N84-21064
Variations in states of alertness		
		,

est 264 in states of alertness during continuous the control post level p 208 N84-21068 Neurophysiological correlates of motion sickness. Role of vestibulocerebellum and 'vomiting center center reanalyzed p 214 N85-20643 **NEUTRON RADIOGRAPHY**

ND techniques for composite primary p 154 N84-10216 NICKEL

imparison between the properties of conventional wrought and powder metallurgical alloys for turbine p 105 N85-15739

Understanding the roles of the strategic element coball in nickel base superalloys 150 N84-3347 Problems presented to engine builders by the recycling of metallic materials — titanium and nickel alloys for aircraft engine parts — p.151 N84-33482

Using recycled superalloys in precision casting p 152 N84-33486 Trace elements and residual elements in superalloys p 152 N84-33487 Problems and possibilities for life extension in gas turbine components p 105 N85-15742

Fracture mechanics and LCF properties of engine discs of Tri 6Al-4V Inconel 718 and Udimet 700 P M-HIP p 110 N86-25378

Spectral characteristics of high frequency waves

NIGHT

backscattered by small scale F region irregularities Evidence of strong sub-auroral ion flow NIGHT FLIGHTS (AIRCRAFT)

16 and A-10 diffraction optics Head Up Display (HUD) if test evaluation p 43 N84-34411 flight test evaluation Flight research on visusl aids and navigation equipment or helicopter low-level flight at night | p.58 | N85-16820 Guidance Control Navigation Automation for Night All-Weather Tactical Operations

AGARD CP-38 p 88 N86-26316 aircraft p 88 N86-26319 he wide field helmet mounted display

p 89 N86-26322 Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805 eicopter low level flight at night.
Night i vision support devices.
Human engineering.
p 223 N86-26808
Night vision by NVG with FLIR.
p 223 N86-26811 integration Night vision by NVG with FLIR

Interference and sharing at medium frequency. Skywave ropagation considerations. p. 161 N83-30880

The status of LLTV for avionic applications

p 13 N83-34892 FLIR NVG and HMS/D systems for helicopter operation p 222 N86-26804 Operational experiences with night vision gogles in helicopter low-level flight at night p 222 N86-28805 visual and spectroradiometric performance criteria for Night Vision Goggles (NVG) compatible aircraft interior arcraft interiot مستحد 1 p 222 N86-26807 Night vision support devices. Human engineering tegration lighting fuman engineering p 223 N86-26808 Night vision supposed per page 1 N86-258us protegration Micro heads up display for enhancement of night vision goggle operations p 223 N86-268us p 223 N86-268 Effects of broad-banded eye protecti

NIMRCO ACCELERATOR

Flight test techniques employed in the Nimrod MR MK weapon system performance trials p 43 N84-34410 NOAA SATELLITES Civil weather satellite systems p 234 N85-20768

NOISE (SOUND) mission of gear noise to aircraft interiors prediction p 94 N85-23788

NOISE GENERATORS

Propeller and roto noise testing in aeroaco p 35 N84-23583

NOISE MEASUREMENT Aeroacoustic noise measurements in wind tunnel

p 35 N84-23584
An extended real-time microwave airplane position p 44 N84-34419 Transmission error measurements nts in gearboi p 95 N85-23794 NOISE PREDICTION

Theoretical analysis of infrance aerodynamics of advanced supersonic propellers p.72 N86-11156

NOISE PREDICTION (AIRCRAFT) Transmission of gear noise to aircraft interiors prediction nethods p 94 N85-23 Aeroacoustic wind tunnel measurements on propi p 74 N86-11169 Full-scale flight and model-scale wind tunnel tests on the nearlield noise characteristics of aircraft propellers p 74 N86-11172

The state of the art in propfan turboprop noise n 75 N86-11175 Application of active noise control to to model propeller p 75 N86-11176

noise NOISE PROPAGATION Extraterrestrial radio noise and its effect on radai ρ 204 N84-15662 ρ 95 N85-23791 Gear noise origins A unified approach for the aerodynamics and acoustics p 71 N86-11155 of propellers in forward motion NOISE SPECTRA

OISE SPECTRA
Some aeroacoustic wind tunnel measurements
theoretical predictions, and flight-test correlations or NONADIABATIC CONDITIONS

Nonadiabatic model wall effects on transonic airfoil performance in a cryogenic wind tunnel

p 34 N84-23579 NONDESTRUCTIVE TESTS Characterization, Analysis and Significance of Defects in Composite Materials AGARD CP 355 NDE techniques for composite laminates p 152 N84-10205 Monitoring of defect progression by aco

y acoustic emission p 153 NB4-10206 Dissecting composite parts. A valuable aid in concept design and nondestructive control p 153 N84-10207 Correction between nondestructive inspection results and performance of graphite epoxy structural parts

Advanced ND techniques for composite primary p 154 N84-10216 in service NDI of composite structures. An assessment of current requirements and capabilities

p 155 N84-10220 Limitations of manual NDT systems and the No Eyes oncent p 108 N86-25365 Damage tolerance acceptance methods in structura ents of a medium carbon steel steel and a medium p 108 N86-25367 strength Al-Mg alloy Manufacturing technology for nondestructive evaluation (NDE) system to implement Retirement For Cause (RFC)

procedures for gas turbine engine components p 108 N86-25368 AGARD Cooperative Test Progamme on titanium alloy engine disc material p 108 N86-25369 Aspects of small crack growth p 108 N86 25370 Small defect characterization in powder metallurgy paterials p 109 N86-25373 Advanced quantitative methods for nondestructive

NONFERROUS METALS

New developments in materials recycling by the US Bureau of Mines p 151 N84-33480

p 109

NONLINEAR EQUATIONS Computational methods for subsonic and transonic erodynamic design p 20 N84-12074 **HONLINEAR OPTICS**

near and bistable behavi naviour of direct gap p 236 N85-29759 An experimental nonlinear optical waveguide device p 237 N85-29762

Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference p 237 N85-29765

NONLINEAR SYSTEMS

A modular approach to high reliability software generation with application to nonlinear control P 2 NB3-22104

NASA/RAE collaboration on nonlinear control using th p 3 N83-22109 F-8C digital fly-by-wire aircraft A nonlinear control law for piloting aircraft in the roground attack phase p 19 N84-12071 air to ground attack phase Application of CFD techniques toward the validation of erodynamic models p 148 N86-27265 NONLINEARITY

Flutter investigations in the transonic flow regime for a ghter type aircraft p.117 N83-22217
Description and prediction of transition in fighter type aircraft two-dimensional, incompressible flow

Nonlinear effects in hydrodynamic stability p 194 N84-33762

The pressure deflagration limit of solid rocket p 61 N85 17046 propellants Nonlinear problems in flight dynamics involving erodynamic bifurcations p 146 N86-27249 aerodynamic bifurcations Bifurcation theory applied to aircraft motions

p 146 N86-27250 elf-organising control system for non-linear aircr. 4 dynamics p 147 N86-27258 Study of the transition behavior of an airplane vicinity of bifurcation points p 149 N86 N86-27266

NONSTABILIZED OSCILLATION

inlinear problems in flight dynamics dynamic bifurcations p 146 f p 146 N86-27249

NONUNIFORM FLOW Propulsion and Energetics Panel Working Group 14 on suitable averaging techniques in non-uniform internal

flows | AD-A133968 | p 107 N86-24692

NORMAL SHOCK WAVES

Interaction between a shock-wave and a vortex flow NORTH ATLANTIC TREATY ORGANIZATION (NATO)

Military requirement and defense budgets nts --- fuel economy, air traf p 86 N83-22181 Hazard Studies for Solid Propellant Rocket Motors LAGARD-CP-3671 Aims and requirements of NATO group AC/310

p 58 N85-17026 NOZZLES

Studies of heat transfer on the base of turbine nozzles with and without film cooling p 112 N86-29834 NUCLEAR EXPLOSIONS

The effect of a low-altitude nuclear burst on millim

The contribution of nuclear medicine to cardiologic

NUMERICAL ANALYSIS Numerical aspects of control design computations

Vortex breakdown A two-stage transition p 79 N84-12124 Numerical simulation of vortex breakdown by the

p 79 N84-12126 NUMERICAL CONTROL
Practical aspects of digital implementation of control

p 120 N84-10101 The relations between the numerical control of the ngine and other aircraft functions p 18 N84-12062 engine and other aircraft functions p. 18 N84-12062 Modular strapdown guidance unit with embedded processors p 88 N84-25697
microprocessor controlled parallel model with microprocessors arallel model with p 178 N85-19304 The F-18 A new era for human factors

p 231 N85-19671 Manufacturing perspective in the design of bevel p 93 N85-23777 Application of AFTI/F-16 task-tailored control mode advanced multirole fighters p 121
X-29A digital flight control system design

p 121 N85-26736 Some flight test results with redundant digital flight ontrol systems p.122 N85-26739
An update on experience on the fly by wire Jaguar Some flight test results with redu equipped with a full-time digital flight control syste

p 122 N85-26740

NUMERICAL FLOW VISUALIZATION

Simulation of the second second system. Simulation of turbulent flows with a point vortex

method p 78 N84-12119 Numerical solutions of the Euler equal vortex flows around wings NUMERICAL INTEGRATION p 78 N84-12120

Numerical optical computing at the Ohio State University p 239 N85-29775
NUMERICAL WEATHER FORECASTING

D-19 evaluating the height of tropospheric conduction of evaporation Wind modelling for increased aircraft operational p 68 N85-26652

NYSTAGMUS

Occupational Medicine Relevant to Aviation & An unusual toxicological property of alcohol. The density An unusual toxicological properties of the Spacelab 1

P 219 N85-31808

OPTIMAL CONTROL

PTIMAL CONTHOL
Advances in Guidance and Control Systems
[AD-A125687] p.1 N83-22093 An experimental nonlinear optical waveguide device p 237 N85-29762 Direct digital design via pole placement techniques p 120 N84-10099 ry properties and s N85-29763 OPTIMIZATION p 237 dispersive optical bistability in CuCl **OBLIQUE SHOCK WAVES** Spacecraft thermal control selection for seven years etime in synchronous orbit p 135 N83-30482 Oblique shock wave-turbulent bou on a porous wall with suction OBSTACLE AVOIDANCE Cavityless optical bistability in systems of two-level toms p 237 N85-29764 dary layer interaction p 54 N85-16794 Propagation prediction usage in automated frequency All-optical logic gates with external switching by laser and incoherent radiation p 237 N85-29766 iTACLE AVOIDANCE LPI-radar for helicopter obstacle warning p 56 Ne5-16810 nments based on cosite and remote system spectrum
ng p 164 N83-30905 p 237 TICAL COMMUNICATION Aeroelasticity and optimization at the design stage OCEAN CURRENTS Aeroelastic considerations in preliminary design of a williary combat aircraft p17 N84-11131
Preliminary design of aircraft using structural ptimization methods p17 N84-11133
A flutter optimization methods p17 N84-11133 Blue-green propagation through clouds Ocean wave imaging by SAR p 202 N84-15649 Ionosphenc factors affecting the performance of HF sky-wave sea-state radars p 203 N84-15656 p 169 N84-24949 p 238 N85-29769 Multiport optical detectors p 238
Picosecond photoconductive devices for ices for 10 Gbit/s p 238 N85-29770 ctronic switching The Canadian programme of experimental m optimization methods of sea-state characteristics by sky-wave rada Optical techniques for signal distribution and control in A flutter optimization program for complete aircraft fructural design p 17 N84-11134 p 203 N84-15657 iced radar and communication syste The nature of microwave backscattering from water aves p 205 N84-15665 p 238 N85-29773 Fast flutter clearance by parameter variation OPTICAL COMPUTERS D 17 N84-11135 OCEAN SUBFACE Technical evaluation report on Avionics Panel pecialists' Meeting on Digital Optical Circuit Subsonic/Transonic Aerodynamic Interference for professional professio The nature of microwave backscattering from water aves p 205 N84-15665 Technology (AGARD-AR-202) Application of computational procedures in aerodynamic Multiple paths on the ocean surface p 236 N85-26367 design of computational process in aerosyntamic design p 20 N84-12078
Optimization of engine power offtake by secondary power system design p 99 N84-12177 p 205 N84-15666 **OPTICAL CORRECTION PROCEDURE** OCEANOGRAPHY The estimation and correction of refracti the AR3-D tactical radar systems p 170 power system design p 99 N84-12177
Optimizing the maneuvers of an observation satellite for rapid overflight of a precise point on Earth Multifrequency scattering for target characterization and identification. A summary of recent results p 170 N84-24958 Adaptive compensation for atmospheric turbulence p 204 N84-15663 effects on optical propagation PTICAL DATA PROCESSING p 171 N84-24960 p 140 N84-24617 The nature of microwave backscattering from water Low authority control of flexible spacecraft via numerical Technical evaluation report on Avionics Specialists' Meeting on Digital Optical p 205 N84-15665 on Avionics Panel waves p 140 N84-24621 optimization Plimization
Software for designing teeth for reduction gears and ansmissions
p 92 N85-23773 Practical applications of satellite-den Carcuit and oceanographic data in Naval operations p 234 N85-20771 p 236 N85-26367 Ansmissions

Manufacturing perspective in the design of bevel p 93 N85-23777 OCULOMOTOR NERVES The prospects of the digital optical computer gearing
Optimizing the specifications for an p 238 N85-29771 Computer analysis of visual and vestibular oculomotol function in the medical selection of fighter aircrew n air-surface laser p 66 N85-26644 of fighter aircrew p 227 N86-30319 Deformable mirror nearest neighbor optical r optical computer p 238 N85-29772 ORBITAL MANEUVERS **ON-LINE SYSTEMS** Numerical optical computing at the Ohio State Optimizing the maneuvers of an observation satellite for rapid overflight of a precise point on Earth On line information. The Italian situation p 239 N85-29775 p 240 N83-31539 TICAL EQUIPMENT p 140 N84-24617 General review of numerical data bases Optical techniques for airborne displays **ORBITAL MECHANICS** n 242 NR4-17067 p 97 N83-30425 interference rejection by auxiliary feeds in casse Data stimulated on-line-checking (IROLD) In situ characterization of seawater using a computerized uite of optical instruments p 206 N84-15675 p 165 N83-30908 p 50 N85-16754 uite of optical instruments LPI-radar for helicopter obstacle warning p 56 N85-16810 ORBITAL POSITION ESTIMATION ONBOARD DATA PROCESSING Multifunction spacecraft attitude navigation system estimation and keeping up with operational loads in the French Air orce Defining new equipment p 47 N85-15681 n p 139 N84-24611 attitude determination and model Automatic error detection and recovery techniques in p 122 N85-26738 following control of maneuvering spacecraft onboard intelligent units for space p 50 N85-16756 Digital Optical Circuit Technology p 139 N84-24613 LAGARD-CP-3621 p 236 N85-29757 ORBITAL RENDEZVOUS ONBOARD EQUIPMENT

AFTI/F-16 An integrated system approach to combat Optically bistable devices using InSb The influence of sensor and thruster imperfections on p 236 N85-29758 the attitude and position of a spacecraft performing a rendezvous p 139 N84-24615 automation p 26 N84-15063 An experimental nonlinear optical waveguide device p 237 N85-29762 Concept of a lighter aircraft weapon de n delivery system p 26 N84-15064 Control aspects as elaborated in space rendezvous p 238 N85-29769 ptical detectors p 139 N84-24616 Hardware-in-the-loop simulation techniques used in the OPTICAL FILTERS ORBITAL SERVICING Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference filters development of the Sea Harrier avionic syst The role of onboard intelligence and of orbital s in the increase of satellite lifetime p 138 NBp 138 NB4-24605 ONE DIMENSIONAL FLOW p 237 N85-29765 Docking mechanism for in-orbit assembly and spacecraft Propulsion and energetics panel working group 14 on suitable averaging techniques in nonuniform internal **OPTICAL HETERODYNING** Servicing p 139 N84-24614
ORTHOGONAL MULTIPLEXING THEORY
A modern with p 238 N85-29769 OPTICAL MEASUREMENT A modern with pseudo-orthoganal codes Experimental (AGARD-AR-182(ENG.)) Technologies for Airborne p 98 N83-34953 Display p 177 N85-19302 Propulsion and Energetics Panel Working Group 14 on suitable averaging techniques in non-uniform internal OSCILLATING FLOW IAD-A1298761 o 96 N83-30414 Numerical studies of unsteady transonic oscillating airfoil p 63 N An optical pyrometer to measure turbine blade surface OPTICAL MEASURING INSTRUMENTS
Introduction to a care of the care o p.63 N85-251.74 p 107 N86-24692 OSCILLATIONS **OPERATING COSTS** Recent developments and future directions in dynamic stability research at NAE, Ottawa p 35 N84-23582 Space shuttle pilot-induced-oscillation research testing Overview of United States program for modern traffic control and airway facilities p 86 N8:

OPERATIONAL HAZARDS ntroduction to optical rate sensors p 86 N83-22184 p 13 N83-34895 p 14 N83-34897 Low cost fluidic sensors A systematic characterization of the effects of tmospheric electricity on the operational conditions of FLIR, NVG and HMS/D systems for heli Data set 8: ZKP wing, oscillating ail p 82 N85-31029 OPTICAL PROPERTIES p 29 N84-15086 Thresholds for detection of linear oscillation follow Passive remote sensing of ocean optical propagation parameters p 206 N84-15673 Characteristics of the Lower Atmosphere Influencing Radio Frequency Radiation (RFR) measurements olonged weightlessness p 219 N85-31810
Transonic unsteady aerodynamics and its aeroelastic operational settings
OPERATIONAL PROBLEMS The analysis of records of parameters. An indispensable Radio Wave Propagation IAGARD-CP-374-ADD-11 p 85 N86-19299 IAGARD-CP-3461 tool in oversight and in operations control D 168 N84-24943 Unsteady boundary-layer separation on air performing large-amplitude oscillations. Dynamic stall p 29 N84-15082 OPTICAL PYROMETERS p 144 N86-27231 flows OPERATOR PERFORMANCE An optical pyrometer to measure turbine blade surface Visual perception in systems management in eronautics p 214 N84-33017 p 115 N86-29849 Computational aspects of unsteady OPTICAL RADAR PADAR remote sensing of internal waves and optical ≥s p 205 N84-15670 oveal flashes and human performance Unsteady airload computations for airfoil oscillating in p 224 NB6-26822 attached and separated compressible flow OPHTHALMOLOGY Use of a CO2 laser lidar for flight and penetration at p 145 N86-27238 Particular problems of airworth thiness from an p 223 N86-26812 **OTOLITH ORGANS** OPTICAL RESONATORS ophthalmological view Reinterpretation of otolith input as a primary factor in Sensitivity to color contrasts and the selection of avigator personnel p 227 N86-30318 Optical modulators and bistable devices using molecular ases p 237 N85-29761 space motion sickness p 219 N85-31812 OVER-THE-HORIZON RADAR OPTICAL THICKNESS OPTICAL BISTABILITY HF over-the-horizon mapping of the Greenland icecap Digital Optical Circuit Technology [AGARD-CP-362] Satellite measurements of marine aerosols p 203 N84-15654 p 206 N84-15671 p 236 N85-29757 Automatic electron density profiles from digital inograms p 204 N84-15659 **OPTICAL WAVEGUIDES** Optically bistable devices using InSb inertial references based on single mode optical fiber waveguides p 13 N83-34896 p 236 N85-29758 OXIDES Optically nonlinear and bistable t haviour of direct gap p 236 N85-29759 An experimental nonlinear optical wavequide device Oxide dispersion strengthened alloys p 237 N85-29782 p 150 N84-33472 Optical bistability in Cd(x)Hg(1-x)Te The potential of semiconductors **OXYGEN CONSUMPTION** p 236 N85-29760 p 238 NB5-29768 The exercise electrocardiogram circuits p 210 N84-21085

Some results of the European vesti

in the Spacelab-1 mission

stibular experiments p 219 N85-31809

þ	۵	H	n	3	

Land vehicle corrosion management p 157 N85-33246

PANEL METHOD (FLUID DYNAMICS)

Predicting serodynamic characteristics of vortical flows on three-dimensional configurations using a surface-singularity panel method p 77 N84-12112 Application of time-linearized methods to oscillating ings in transonic flow and flutter p 65 N85-25182 Design concept and performance prediction technique for potential flows around advanced propellers p.71 N86-11150

Composite repair of aircraft structures

p 156 N85-17059 PARALLEL PROCESSING (COMPUTERS)

ntations of vectorization on Aerospatiale's experimentations of vectors supercomputers for aircraft structural problems p 90 N85-10041

The prospects of the digital optical computer p 238 N85-2977 t

PARAMETER IDENTIFICATION

The quality of avionics software. Specification and valuation p.7. N83-22142 valuation
Helicopter simulation validation using flight data
p 11 N83-30372

Fast flutter clearance by parameter variation p 17 N84-11135

Method for designing future weapons systems. Example of the very short distance ground-air systems. p. 141. N84-31250.

Determination of performance

characteristics from dynamic manoeuvres with a transport aircraft using parameter identification techniques p 41 N84:34400 p 41 Application of advanced parameter identification methods for flight flutter data analysis with compansons to current techniques p.41 N84-34401.

Aeroelastic analysis and the identification of flight loads ... Mirage 2000 aircraft p.46 N85-15679 Measurements of propagation at 900 MHz in an urban

zone for establishing a digital radiomobile syste

p 175 N85-19288 Air combat simulation. Methods, mode odels, trends p 62 N85-22359

identification of dynamic systems [AGARD-AG-300-VOL 2]

AGARD-AG-300-VOL 2 p 96 N85-25249
Parameters that input to application of damage tolerance concepts to critical engine components p 108 N86-25364

Recent developments in techniques for dynamic simulation for the identification of stability parameters p 146 N86-27246

PARTICLE COLLISIONS

Formation and detection of high latitude ionospheric PASCAL (PROGRAMMING LANGUAGE)
Software for Associate

p 4 N83-22112 PASSENGER AIRCRAFT

Management and planning concepts

n 86 N83-22165 PASSENGERS

Gust alleviation on a transport airplane D 148 N86-27259

PASSIVE SATELLITES

SIVE SATELLITES
Tactical applications of GPS user equipment
p 233 N85-20765 PASSIVITY

AGARD Corrosion Handbook Volume 1 Corrosion. causes and case histories [AGARD-AG-278-VOL-1] p 157 N86-16374 PATHOLOGICAL EFFECTS

Handling of hydrazine in the Royal Danish Air Force p 213 N84-33014

PATTERN RECOGNITION image supported navigation in low altitudes based on the detection of roads and rivers p.2. N83-22099 p 2 N83-22099 p 160 N83-30876 ew of frequency sharing

PERCEPTION p 228 N85-19655 Military pilot ergonomics Grasp of information by the pilot in future combat p 229 N85-19662

rcraft
Mess-discrimination during prolonged weightlessness
p 220 N85-31814 PERFORMANCE PREDICTION

Technical evaluation report on the Flight Mechanics Panel Symposium on Ground/Flight Test Techniques and

[AGARD-AR-191] p 90 N83-34939 Numerical modelling methods for parformance on aircraft predicting antenna p 168 N84-12375 Simulation: A tool for cost-effective system of the test reduction of the system of th ystems design and p 68 N85-26657 ments and handling quali

p 70 N85-28918 Environmental factors in corrosion and deterioration of p 157 N85-33241 Design concept and performance prediction technique r potential flows around advanced propellers p.71 N86-11150

A review of ARA research into propeller aerodyna p 71 N86-11151
Propulsion and Energetics Panel Working Group 14 on suitable averaging techniques in non-uniform internal

p 107 N86-24692 (AD-A133968) New rotary ng at RAE and experiments on HIRM p 145 N86-27243

Correlation of predicted and free-flight responses near departure conditions of a high incidence research model p 147 N86-27255 Theoretical prediction of wing rocking p 147 N86-27256

PERFORMANCE TESTS

Experimental investigations of transport aircraft low peed engine interference effects and flight test prolation p 10 N83-30364

Testing of flexible deployed solar array (L-SAT) p 137 N83-30493 Special Course on Subsonic/Transonic Aerodynai

Interference for Aircraft
I AGARD-R-7121 p 19 NB4-12072 Design of self-checking N-MOS (H-MOS) integrated routs

GPS system field testing p 233 N85-20762

crouts p 48 N85-16742
GPS system held testing p 233 N85-20762
Coverage and buildup of the Navstar constitution
p 233 N85-20764
The senes 2000 A miniature gas bearing DTG for low cost strapdown guidance and control p 67 N85-26648 Performance evaluation of full scale propellers by wind innel test p 72 N86-11160

Image intensifiers. Past and present

n 222 NA6-26803 PERIPHERAL EQUIPMENT (COMPUTERS)

HF equipment: Receivers, transmitters, synthesizers p 159 N83-30869

PERIPHERAL NERVOUS SYSTEM Ventricular pre-excitation syndromes

p 210 NB4-21084

PERSONNEL SELECTION

Canadian forces approach to aircrew p 225 N86-30311 Cardiovascular standards for selection and retention of igh performance pilots in the USAF Perspectives for the p 226 N86-30313 Entry visual standards and ocular examination techniques for future fighter aircrew p 226 N86-30317

Sensitivity to color contrasts and the selection of avigator personnel p 227 N86-30318 navigator personnel Computer analysis of visual and vestibular oculomotor

function in the medical selection of fighter aircrew members p.227 N86-30319

PERTURBATION

Environment and receptivity p 194 N84-33760 Improvement and extension of a numerical procedure for the three dimensional unsteady transonic flows p.65 N85-25181

PHARMACOLOGY p 208 N84-21072 Hypnotics and air operations

ISE ERROR
Propagation effects on satellite-borne synthetic aperture
p. 182 N86-27539 PHASE ERROR

PHASE SHIFT KEYING

microprocessor controlled parallel model with SK p 178 N85-19304 **FDPSK**

PHASE TRANSFORMATIONS

Transient combustion: An important consideration in deflagration-to-detonation transition: p.60 N85-17037 The DDT process for high energy propellants p 60 N85-17038

Unsteady viscous flow of an incompressible fluid around a profile. A comparison of theory and practice. p. 143. N86-27227

PHASED ARRAYS

Design criteria for limited scan antennas at antennas at digital p 175 N85-19284 microwave line of sight links Optical techniques for signal distribution and control in advanced radar and communication systems p 238 N85-29773

High latitude spatially adaptive propaga pagation experiment p 183 N86-27544

Charge processing in infrared CCD-sensor-arrays p 191 N86-28363

PHOMOCARDIOGRAPHY

Contribution of cardiac mechanisms of flying personnel ec mechanograms in the expert ersonnel p 210 N84-21069 **PHOTOCATHODES**

whers. Past and prese p 222 N66-26803

PHOTOCOMOUCTIVITY

vices for 10 Gbit/s p 238 N65-29770 Picosecond photoconductive ptoelectronic switching

PHOTOCONDUCTORS
Picosecond photocondu
optoelectronic switching nces for 10 Gbit/s p 238 N85-29770 PHOTOELASTICITY

ocyclic fatigue of the turbofan disk ind tests for ventication and CFM 56-2 Oligocy Dimensionning and p 106 N85-15750 Root stresses in conformal gears-strain gauge and hotoelastic investigations p. 94 N85-23787

photoelastic investigations
PHOTOELECTRIC EMISSION

p 238 N85-29769

Multiport optical detection of the photomic ROGRAPHY Advanced experimental methods for monitoring the ehavior of small cracks p 109 N86-25374

behavior of small cracks PHOTON BEAMS

Stationary properties and switching characteristics of ispersive optical bistability in CuCl p 237 N85-29763

TONS
The prospects of the digital optical computer p 238 N85-29771

PHOTOSENSITIVITY
Foveal flashes and human performan

p 224 N86-26822

PHYSICAL EXAMINATIONS

Non-invasive methods of cardiovascular exploration in aerospace medicine [AGARD-AG-277(E)] p 210 N84-21082 Main electrocardiographic abnormali examination of flying personnel p 210 N84-21083

Contribution of standard X-ray to cardiovascular exploration during the clinical examination of flying Contribution of cardiac mechanograms in the expert samination of flying personnel p 210 N84-21089

xamination of flying personnel p Echocardiography in the expert exam Echocardiography in the expert examination of flying ersonnel p 211 N84-21090 Canadian forces approach to aircrew medical

Medical selection and physiological training of lighter pilots A 1985 perspective and overview p 226 N86-30312 Cardiovescular standards for selection and retention of

Cardiovascular standards for selection and retention of high performance pilots in the USAF Perspectives for the next decade p. 226. N86-30313 Selection and medical testing of Mirage 2000 pilots. Report of echocardiography p. 226. N86-30314 Systematic radiographic examination of the spine for selection of F-16 pilots. A prefiminary report p. 227. N86-300323 Transferrit introgramment of the selection and screening.

Treadmill sproorgometry in the selection and screening of high-performance combat aircraft pilots in the Beligan Air Force p 228 N86-30325

PHYSICAL EXERCISE The exercise electrocardiogram p 210 N84-21085 PHYSICAL FITNESS

Non-invasive methods of cardiovascular exploration in

aerospace medicine (AGARD-AG-277(E)) p 210 N84-21082 The exercise electrocardogram
Physical training and G tolerance
Centrituge operations and training in the Rossia Netherlands Air Force
Post Tolerance
P101 Netherlands Air Force
p21 N85-31825
N85-31825 Medical Selection and Physiological Training of Future

Fighter Aircrew [AGARD-CP-396] p 225 N86-30309 Physical training of Mirage 2000 pilots

p 227 N66-30324 Relationship of cardiopulmonary htness to flight p 228 N86-30326 performance in factical aviation PHYSIOLOGICAL EFFECTS

Attention, performance, and sustained activation in military air traffic controllers p 209 N84-21076 Methods and major findings of cardiovascular exploration involving the human centrifuge

p 212 N84-21097

Aeromedical support in military helicopi copter operations p 212 NB4-26280 Thermal control problems in military helicopters

n 212 N84-26286 Occupational Medicine Relevant to Avii [AGARD-CP-341] p 21: p 213 N84-33011 Hydrazine toxicology Impact on safety and health in

0 213 N84-33013

Handling of hydrazme in the Royal Darish Air Force p. 213 N84-33013
An unusual toxicological property of alcohol. The density effect on the organ of balance. p. 214 N84-33016
Observations of physicological and psychological effects of terrain following flight based on in-flight test operance. [atigue, physiological and performance effects of sustained and oscillating lateral accelerations. p. 229 NRS-1987.

p 215 N85-20648
Simulator sickness Reaction to a transformed perceptual world 8 Preteninary site surveys

p 216 N85-20653 Analysis of head motion during simulated, rough water operation of a 2200 ton surface effect ship

The current status of the RAF programme of ensens/sation for motion sick aircrew

SUBJECT INDEX PHYSIOLOGICAL FACTORS

PHI SIDEOGRAL PACTORS		
Results of Space Experiments in Physiology and	Systematic radiographic examination of the spine for	High-laututde scintillations using NNSS satellites p.182 N86-27540
Medicine and Informal Briefings by the F-16 Medical Working Group	selection of F-16 pilots. A preliminary report p 227 N86-30323	lonospheric Modelling and HF radio systems at high
, AGARD-CP-377) p 218 N85-31805	Treadmill spiroergometry in the selection and screening	latitudes p 183 NB6-27543
Evaluation of Results of Space Experiments in	of high-performance combat aircraft pilots in the Beligan	Conductivity profiles of the disturbed polar ionosphere from VLF reflection data p 186 N86-27560
Physiology and Medicine and Informal Briefings by the F-16	Air Force p 228 N86-30325	from VLF reflection data p 186 N86-27560 A study of ULF propagation at high southern latitudes
Medical Working Group p 218 N85-31806 Postural adjustments associated with arm movements	PILOT TRAINING Simulation of aircraft behaviour on and close to the	using sterics p 186 N86-27561
in weightlessness p 220 N85-31813	ground	Characteristics of high latitude meteor scatter
Cardiovascular research in space Problems and	(NASA-TM-87460) p 91 N85-23754	propagation parameters over the 45 - 104 MHz band
results p 220 N85-31817	Selection procedures for F-16 pilots in the Belgian Air	p 186 N86-27565 POLARIZERS
G-induced Loss of Consciousness (GLC) p.221 N85-31823	Force p 221 N85-31822	German development of a LC-flashblindness device
Aircrew aspects of United Stated future lighter aircraft	G-induced Loss of Consciousness (GLC) p 221 N85-31823	p 224 N86-26820
p 225 NB6-30310	Physical training and G tolerance p 221 N85-31824	POLES (SUPPORTS) Interaction of antennas with masts under special
PHYSIOLOGICAL FACTORS	Centrifuge operations and training in the Royal	consideration of antennas with masts under special consideration of the sensitivity and nonlinear effects in
Physiological and psychological aspects of the piloting of modern high-performance combat aircraft	Netherlands Air Force p 221 N85-31825	ship borne receiving systems p 167 N84-12371
p 31 N84-15099	PILOTS (PERSONNEL) Cockoit environment p 96 N83-30416	POLITICS
Selection procedures for F-16 pilots in the Belgian Air	Pilot human factors in stall/spin accidents of supersonic	Factors affecting the supply of strategic raw materials with particular reference to the aerospace manufacturing
Frue p 221 N85-31822 PHYSIOLOGICAL RESPONSES	fighter aircraft p 32 N84-15102	industry p 149 N84-33467
Hypobanic training of flight personnel without	Military pilot ergonomics p 228 N85-19655	POLLUTION
compromising quality of life p 228 N86-30327	Biofeedback treatment of airsickness: A review p 217 N85-20660	Protective systems and maintenance policies for marine
PHYSIOLOGICAL TESTS	Aspects of application of ACT systems for pilot workload	environments p 157 N85-33245 POLYMER MATRIX COMPOSITES
The U.S. Air Force neurophysiological workload test battery. Concept and validation. p. 207. N84-21064	alleviation p 121 N65-26734	The effect of space environment on the thermal
Space motion sickness monitoring experiment	Aspects of application of ACT systems for pilot workload	distortion of polymer matrix composites
Spacelab 1 p 216 N85-20654	alleviation p 125 N85-27887 PIPELINING (COMPUTERS)	p 135 N83-30484
Canadian forces approach to aircrew medical	High speed digital image processing functions for a	Space environmental effects on materials p 136 N83-30485
selection p 225 N86-30311 PICOSECOND PULSES	realtime synthetic aperture radar processor	The effect of space environment on the damping of
Picosecond photoconductive devices for 10 Gbit/s	p 189 N86-28355	polymer matrix composite p 137 N83-30492
optoelectronic switching p 238 N85-29770	A systolic array for high performance adaptive beamforming p 189 N86-28356	The effect of combined U.V. radiation and high energy
PILOT PERFORMANCE	PIPES (TUBES)	electrons on the behaviour of polymer matrix composites in hard vacuum p 137 N83-30495
Laboratory studies of aircrew chemical protective ensemble. Effects on pilots performance.	Unsteady furbulent boundary layers. Experimental and	POROUS WALLS
p 207 N84-21066	numerical investigations p 144 N86-27235	Prediction of resonance frequencies for ventilated wall
Hypnotics and air operations p 208 N84-21072	PISTONS Active control landing gear for ground loads alleviation	wind tunnels p 34 N84-23580
Stressful mission profiles, part 1 p 212 N84-26281	p 123 N85-26749	PORTABLE EQUIPMENT Fast data and voice transmission for mobile services
Stressful mission profiles part 2 Workload and tatique p 212 N84-26282	The isentropic light piston annular cascade facility at	with high immunity against multipath and co-channel
Visual problems in helicopter operations	RAE Pyestock p 115 N86-29851 PITCH (INCLINATION)	interference p 178 N85-19306
p 212 N84-26283	Some effects of display format variables on the	PORTUGAL. Air traffic services in Portugal p 86 N83-22182
Disorientation in helicopter flight p 212 N84-26284	perception of aircraft spatial orientation	Air traffic services in Portugal p 86 N83-22182 Air traffic services in Portugal Civil-military coordination
Hearing loss associated with helicopter flight p 212 N84-26285	p 230 N85-19666	aspects p 66 N83-22183
An unusual toxicological property of alcohol. The density	Compendum of unsteady aerodynamic measurements, addendum 1	POSITION (LOCATION)
effect on the organ of balance p 214 N84-33016	AGARD-R-702-ADD-1 p 82 N85-31028	On the utilization of ionospheric diagnostics in the single-site location of HF emitters p 204 N84-15661
Assessment of simulation fidelity using measurements of piloting technique in flight p 57 N85-16817	Data set 9 LANN wing Pitching oscillation	Disorientation in helicopter flight p 212 N84-26284
Tolerance, fatigue, physiological and performance	p 82 N85-31030	An extended real-time microwave airplane position
effects of sustained and oscillating lateral accelerations	PLAN POSITION INDICATORS Influence of a perspective cockpit traffic display format	system p 44 N84-34419
p 229 N85-19659	on pilot avoidance maneuvers p 230 N85-19668	High accuracy Doppler navigation employing optimum
Impact of future aircombat characteristics on pilot performance and cockpit design p 229 N85-19661	PLASMA DENSITY	integrated position fix information p 55 N85-16803 POSITION INDICATORS
Conceptual model of critical requirements for effective	The variability and predictability of the main F-region trough determined using digital ionospheric sounder data	image supported navigation in low altitudes based on
pilot performance in high performance aircraft	p 185 N86-27555	the detection of roads and rivers p 2 N83-22099
p 230 N85-19663 The cockpit of the year 2000 How big a step?	PLASMA DIAGNOSTICS	POSITION SENSING
p 230 N85-19667	Performance of antennas in plasma	Sensory feedback structures in robotics p 198 N86-19633
Pilot workload performance and aircraft control	p 168 N84-12377 PLASMA DISPLAY DEVICES	POSTURE
automation p 231 N85-19670	Large area gas discharge displays or plasma displays	Postural adjustments associated with arm movements
Space shuttle pilot-induced-oscillation research testing 61 N85-22351	p 97 N83-30423	in weightlessness p 220 NB5-31813
Air combat simulation Methods, models, trends	PLASMA DRIFT	POTENTIAL FLOW
p 62 N85-22359	Small-scale irregularities in the high-latitude F region p 184 N86-27551	The treatment of convected vortices in compressible potential flow p 79 N84-12121
Selection procedures for F-16 pilots in the Belgian Air	PLASMA SPRAYING	inviscid compressible flow past a multi-element
Force p 221 N85-31822 G-induced Loss of Consciousness (GLC)	Coatings for fuel economy or materials substitution	aerotoil P 51 N85-16776
p 221 N85-31823	p 151 N84-33477	The calculation of fully three dimensional flow through
Physical training and G tolerance p 221 N85-31824	F layer irregularities &I plasmapause and auroral	any type of turbomachine blade row
Some quantitative methodology for cockpit design	latitudes p 181 N86-27537	p 195 N85-32294
p 89 N86-26320 Evaluation of helicopter helmet-mounted display	PLASMAS (PHYSICS)	Numerical solutions for three-dimensional cases: Delta wings p 83 N86-15264
mock-up p 222 N86-26806	Formation and detection of high fatitude ionospheric irregularities p 185 N86-27558	POWDER METALLURGY
Particular problems of airworthiness from an	PLENUM CHAMBERS	Comparison between the properties of conventional
ophthalmological view p 223 N86-26812 Contact lenses for pilots and aircrew in the services	Producing a cryogenic gust in an Eiffel type atmospheric	wrought and powder metallurgical alloys for turbine disc
p 223 N86-26815	wind tunnel with short gust p 33 N84-23569	applications p 105 N85-15739
Firman factors. The Cinderella discipline in cockpit.	PNEUMATIC EQUIPMENT Auxiliary Power Systems	Small defect characterization in powder metallurgy materials p 109 N86-25373
interface design p 225 N86-26825	[AGARD-CP-352] p 98 N84-12168	POWER
Aircrew aspects of United Stated future fighter aircraft p 225 N86-30310	Pneumatic turbulators. A device for drag reduction at	Super integrated power unit for fighter aircraft
Vision test battery threshold and response time as	Reynolds numbers below 5 million p 53 N85-16791	p 100 N84-12183
predictors of air-to-air visual target acquisition in F-14 and	CRT install and secure stations for the generic monitor line p 198 N86-19632	POWER EFFICIENCY
adversary aircraft p 227 N86-30321	POLAR CAPS	Optimization of engine power offtake by secondary power system design p 99 N84-12177
Relationship of cardiopulmonary fitness to flight performance in tactical aviation p 228 N86-30326	Total electron content and L band amplitude and phase	APU operational efficiency p 99 N84-12181
PILOT SELECTION	scintillation measurements in the polar cap iono, phere p 181 N86-27535	POWER SPECTRA
Hearing loss associated with helicopter flight	Effects of the ionosphere on ELF signals during polar	Flight and wind-tunnel correlation of boundary-layer
p 212 N84-26285	cap absorption events: Comparison of theory and	transition on the AEDC transition cone p. 10 N83-30363
Selection procedures for F-16 pilots in the Belgian Air Force p 221 N85-31822	experiments p 186 N86-27562	POWERED LIFT AIRCRAFT
Medical Selection and Physiological Training of Future	POLAR REGIONS Solar-terrestrial relationships in the high latitude region	V/STOL concepts in the United States Past, present.
Fighter Aircrew	Solar-terrestrial relationships in the high latitude region p 181 N86-27532	and future p 39 N84-25628
[AGARD-CP-396] p 225 N86-30309	Media effects on systems in the high latitude region	V/STOL maneuverability and control
Selection and medical testing of Mirage 2000 pilots	p 181 N88-27533	p 40 N84-25632
Report of echocardiography p 226 N86-30314	Influence of ionospheric irregularity shape and velocity on the design of airborne satellite communications	PRECIPITATION Propagation constraints in the millimetre wavebands due
The vertebral column. Selection and aptitude of combat aircraft pilots of the future p 227 N86-30322	systems p 182 N86-27538	to precipitation scattering p 163 N83-30894
P.0.0 0 P.E P.E		

PREDICTION ANALYSIS TECHNIQUES	Numerical solutions of two-dimensional reference test	PROGRAM VERIFICATION (COMPUTERS)
Technical evaluation report on the Fluid Dynamics Panel	cases p.83 N86-15262	Towards a veritable supervisor program for avionics
Specialists' Meeting on Prediction of Aerodynamic Loads on Rotorcraft	PRESSURE GRADIENTS A contribution to the problem of vortex breakdown	software p 4 N83-22116 Ada status and outlook p 5 N83-22123
[AGARD-AR-189] p 75 N83-25682	p 79 N84-12125	Safety critical fast-real-time systems p 6 N83-22128
Predicted and flight test results of the performance and	Experimentation with turbulent flows experiencing the	Software configuration management at work
stability and control of the space shuttle from reentry to landing p 9 N83-30360	effects of an adverse pressure gradient p 80 N84-12127	p 6 N83-22130
Synthesis of responses to AGARD-FMP questionaire on	Drag reduction due to boundary-layer control by	An eight point testing strategy for real time software p 7 N83-22134
"prediction techniques and flight correlation"	combined blowing and suction p 52 N85-16785 On the relaxation of a turbulent boundary layer after	Tornado flight control software validation: Methodology
p 13 N83-30384	an encounter with a forward facing step	and tools p 7 N83-22135
Medium wave groundwave propagation model-numencal and experimental results	p 53 N85-16789	Applications of network modeling and analysis to system
p 161 N83-30885	Experimental study of unsteady turbulent boundary	validation and verification p 7 N83-22136
Computation of influence of defects on static and fatigue	layers subject to mean pressure gradients of zero or positive p 144 N86-27234	IDA: Software test language and related tools p.7 N83-22137
strength of composites p 154 N84-10217 A viscid inviscid interaction procedure for two	Effects of hole geometry, wall curvature and pressure	Software verification of a civil avionic AHR system
dimensional cascades p 100 N84-16191	gradient on film cooling downstream of a single row	p 7 N83-22138
Prediction of multipath fading on terrestrial microwave	gas turbine cooling p 112 N86-29831 PRESSURE MEASUREMENT	Progress in verification of microprograms
links at frequencies of 11 GHz and greater	Calibration of air-data systems and flow direction	p 7 N83-22139 Validation of software for integration of missiles with
p 170 N84-24953 Considerations pertinent to propagation prediction	sensors. AGARD Flight Test Techniques Series, volume	aircraft systems p 7 N83-22140
methods applied to airborne microwave equipment	1 [AGARD-AG-300-VOL-1] p 197 N84-15530	Implementing high quality software p 7 N83-22141
p 172 N84-24970	New methods of excitation, acquisition and data	Survey of missile simulation and flight mechanics
Application of advanced parameter identification methods for flight flutter data analysis with comparisons	reduction about unsteady wind tunnel tests	facilities in NATO [AD-A126440] p 130 N83-29276
to current techniques p 41 N84-34401	p 37 N84-23599 Recent developments in the measurement of	The production of maintainable, trustworthy, and
Experiences with the material bevaviour and high	time-dependent pressures p 37 N84-23601	portable software p 49 N85-16744
temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746	Instrumentation techniques in sea level test facilities	Software testing in an Ada programming environment p 49 N85-16748
View of future requirements for engine cyclic durability	p 131 N84-25727 Using an airborne CO2 CW laser for free stream airspeed	Investigating version dependence in fault-tolerant
by analysis and testing p 107 N85-15751	and windshear measurements p 44 N84-34417	software p 49 N85-16749
A companson between predicted and measured propagation loss in the VHF/UHF range in rugged	Pressure distributions measured on research wing M100	Validation of missile system simulation
terrain p 175 N85-19285	mounted on an axisymmetric body p 81 N85-10023	[AGARD-AR-206] p 142 N86-27350 PROGRAMMING LANGUAGES
Effect of flight sequences in complex load histories on	Pressure distributions measured on research wing M86 mounted on an axisymmetric body p 81 N85-10024	D-12 standardizing LTR for onboard computers: The
crack front marking p 200 N85-24326 Generation of marker lines by means of marker loads	PRESSURE OSCILLATIONS	present and the future p 5 N83-22124
p 200 N85-24327	Definition, sources and lowest possible levels of	IDA: Software test language and related tools p.7 N83-22137
Recent developments in techniques for dynamic	wind-tunnel turbulence p 34 N84-23576 An evaluation of factors affecting the flow quality in wind	Design environments and the user interface for CAD
simulation for the identification of stability parameters	tunnels p 34 N84-23577	of control systems p 120 N84-10095
p 146 N86-27246 PREDICTIONS	Transonic pressure distributions on a two-dimensional	Sharing command languages and software p 243 N84-21428
Propagation data for VHF planning in the UK area	0012 and supercritical MBB-A3 profile oscillating in heave and pitch p 63 N85-25173	Computer-based conferencing p 244 N84-21435
p 164 NB3-30903	Dynamic stall of swept and unswept oscillating wings	The production of maintainable, trustworthy, and
Behaviour of Short Cracks in Airframe Components [AGARD-CP-328] p 158 N83-34095	p 143 N86-27226	portable software p 49 N65-16744 Robot software: Current state-of-the-art, and future
The initial design of active control systems for a flexible	PRESSURE REDUCTION	challenges p 197 N86-19630
aircraft p 16 N84-11125	New TPS calibration bench, and ejector tests wind tunnel turbines and powered models p 36 N84-23594	Validation of missile system simulation
Predicting aerodynamic characteristics of vortical flows on three-dimensional configurations using a	Pressure drop and heat transfer characteristics of	[AGARD-AR-206] p 142 N86-27350
on three-dimensional configurations using a surface-singularity panel method p 77 N84-12112	circular and oblong low aspect ratio pin fins	PROJECT MANAGEMENT The management of a large real-time military avionics
Spherical propagation models for multipath-propagation	p 111 N86-29827	project p 8 N83-22144
predictions p 170 N84-24956	PRESSURE SENSORS	A life cycle model for avionic systems
Anomalous propagation and radar coverage through inhomogeneous atmospheres p 172 N84-24967	Calibration of air-data systems and flow direction sensors. AGARD Flight Test Techniques Series, volume	PROJECT PLANNING
Aircraft Drag Prediction and Reduction	1	V/STOL wind-tunnel testing p 40 N84-25633
[AGARD-R-723] p 83 N86-15266	[AGARD-AG-300-VOL-1] p 197 N84-15530	PROLATE SPHEROIDS
Parasitic and interference drag prediction and reduction p.84 N86-15272	PRESSURE SUITS Analysis of the transient response of temporal artery	Separation and vortical-type flow around a prolate spheroid. Evaluation of relevant parameters
Prediction of the drag of wings at subsonic speeds by	blood flow data relative to various anti-G suit pressure	p 77 N84-12113
viscous/inviscid interaction techniques	schedules p 229 N85-19660	PROPAGATION MODES
p 84 N86-15274 Unsteady turbulent boundary-layer experiments with	PROBABILITY DISTRIBUTION FUNCTIONS	HF system design principles p 158 N83-30863
rapidly changing free-stream conditions	Image generation on matrix displays	Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link
p 144 N86-27233	PROBABILITY THEORY	p 205 N84-15668
The variability and predictability of the main F-region trough determined using digital ionospheric sounder data	The evolutive state: A new definition of system state	A long range propagation experiment to investigate the
p 185 N86-27555	to include sequencing of events p 66 N85-26643	incidence of anomalous propagation in the north Atlantic p 205 N84-15669
Statistics of auroral radio absorption in relation to	PROBLEM SOLVING Sources generating and reporting numerical and factual	Passive remote sensing of ocean optical propagation
prediction models p 185 N86-27557	data p 241 N84-17062	parameters p 206 N84-15673
The use of ECG changes caused by acceleration as tolerance predicition factors p 226 N86-30316	The evaluation/validation process: Data from disciplines	Characteristics of the Lower Atmosphere Influencing Radio Wave Propagation
PREMIXED FLAMES	resting on good theoretical foundations	[AGARD-CP-346] p 168 N84-24943
Measurements of fluctuating gas temperatures using	p 242 N84-17065 Hazard assessment of a hypothetical large rocket	PROPELLANT COMBUSTION
compensated fine wire thermocouples p 115 N86-29852	motor p 60 N85-17042	Transient combustion: An important consideration in deflagration-to-detonation transition p 60 N85-17037
PRESBYOPIA	PROCESS CONTROL (INDUSTRY)	PROPELLANT EXPLOSIONS
New glasses for presbyopic pilots	Manufacturing perspective in the design of bevel	Hazard Studies for Solid Propellant Rocket Motors
p 223 N86-26814 PRESSURE	geanng p 93 N85-23777 PRODUCT DEVELOPMENT	[AGARD-CP-367] p 58 N85-17025
Computation of three-dimensional, inviscid, rotational	The helicopter transmission design process	Response of propellants to high dynamic stresses. The uses of gun launch techniques p 59 N85-17035
flows p 196 N85-32296	p 92 N85-23772	Modelling the thermal explosion phenomenon in solid
PRESSURE DISTRIBUTION	Manufacturing considerations related to aircraft	propellants: The case of fixed and variable
Prefiminary design of aircraft using structural optimization methods p.17 N84-11133	gearboxes p 93 N65-23776 PRODUCTION ENGINEERING	temperatures p 61 N85-17044 PROPELLANT SENSITIVITY
Definition, sources and lowest possible levels of	CRT install and secure stations for the generic monitor	Sensitivity tests for solid propellants in Germany
wind-tunnel turbulence p 34 N84-23576	ine p 198 N86-19632	p 58 N85-17028
Pressure distributions measured on research wing M100 mounted on an axisymmetric body p 81 N85-10023	VHSIC today and tomorrow p 187 N86-28338	Sensitiveness and explosiveness assessment at Perme Waltham Abbey p 58 N85-17029
Pressure distributions measured on research wing M86	PRODUCTION MANAGEMENT	Waltham Abbey p 58 N85-17029 Study of the transition from deflagration to detonation
mounted on an axisymmetric body p 81 N85-10024	Design-To-Cost (DTC) methodology to achieve affordable avionics p 67 N85-28645	of previously fragmented propellants p 59 N85-17032
Pressure distribution on a swept wing aircraft in flight p 81 N85-10025	PRODUCTIVITY	PROPELLANT TESTS
Problems of elastic hydrodynamic lubrication of	Productivity: The economic aspects of cryogenic wind	Review of USAF treatment of solid propellant rocket motor hazards p 58 N85-17027
helicopter transmission gears p 94 N65-23784	tunnel design and use p 133 N86-20423	PROPELLER BLADES
Transonic pressure distributions on a two-dimensional 0012 and supercritical MBB-A3 profile oscillating in heave	PROFILES Some aspects of flight trajectory control in future avionic	Design concept and performance prediction technique
and pitch p 63 N65-25173	systems for combet aircraft p 19 N84-12066	for potential flows around advanced propellers p 71 N86-11150
Date set 8: ZKP wing, oscillating alleron	An integrated AFCS for the "PROFILE"-mode	A review of ARA research into propeller aerodynamic
p 82 N85-31029	p 19 N64-12069	prediction methods p 71 N86-11151

PROPELLER DRIVE		33323
Aerodynamics of wide-chord propellers in	Three-Dimensional Techniques Applied to Internal Flows	PULSE COMPRESSION
non-axisymmetric flow p 71 N86-11153 Dynamic behavior of a proptan p 72 N86-11159	in Propulsion Systems (AGARD-LS-140) p.195 N85-32293	Real-time digital matched filter for radar pulse compression p 189 N86-28353
Dynamic behavior of a propfan p 72 N86-11159 Investigations of modern general aviation propellers	PROPULSION SYSTEM CONFIGURATIONS	Advanced signal processing technology for future radar
p 73 N86-11162	V/STOL propulsion system aerodynamics	systems p 192 N86-28368
Aeroacoustic wind tunnel measurements on propeller	p 40 N84-25630	PULSE DOPPLER RADAR Advances in airborne radar. The new capabilities
noise p 74 N86-11169 Some aeroacoustic wind tunnel measurements,	The STOL and maneuver technology program integrated control system development p 128 N85-27910	p 13 N83-34894
theoretical predictions, and flight-test correlations on	control system development p 128 N85-27910 PROPULSION SYSTEM PERFORMANCE	PULSE MODULATION
subsonic aircraft propellers p 74 N86-11170	Ground and inflight operational effects of APU's	Real-time channel evaluation p 159 N83-30865 PULSE RADAR
An investigation of in-flight near-field propeller noise generation and transmission p 74 N86-1171	p 99 N84-12182	A mm-wave collision warning device for helicopters
generation and transmission p 74 N86-11171 PROPELLER DRIVE	Layout considerations and types of V/STOL aircraft	p 163 N83-30895
Aerodynamic and structural aspects of propeller and	p 40 N84-25629 V/STOL propulsion system aerodynamics	Real-time digital matched filter for radar pulse compression p 189 N86-28353
drive for a 1/5 scale wind tunnel programme	p 40 N84-25630	compression p 189 N86-28353 PYLONS
g 73 N86-11163 Some considerations in propeller and airframe	An update of the Canada/USA augmentor-wing	Flight test techniques used for proof of structural integrity
integration p 73 N86-11164	project p 52 N85-16781	of Tornado when carrying external stores p.43 N84-34413
PROPELLER EFFICIENCY	Missions and vehicle concepts for modern, propelled,	PYROLYSIS
Aerodynamics of wide-chord propellers in non-axisymmetric flow p 71 N86-11153	lighter-than-air vehicles [NASA-TM-87461] p 63 N85-25170	A comparative study in the animal of the toxicity of the
On the aerodynamics of installed propellers	PROPULSIVE EFFICIENCY	combustion products of diverse materials
p 71 N86-11154	Missions and vehicle concepts for modern, propelled,	p 213 N84-33015
A unified approach for the aerodynamics and acoustics of propellers in forward motion p. 71 N86-11155	lighter-than-air vehicles [NASA-TM-87461] p.63 N85-25170	Modelling the thermal explosion phenomenon in solid
of propellers in forward motion p.71 N86-11155 Theoretical analysis of finearized acoustics and	[NASA-TM-87461] p 63 N85-25170 PROTECTION	propellants The case of fixed and variable
aerodynamics of advanced supersonic propellers	Missile system for low altitude air defence	temperatures p 61 N85-17044
p 72 N86-11156	p 142 N84-31255	^
Performance evaluation of full scale propellers by wind tunnel test p. 72 N86-11160	PROTECTIVE CLOTHING	Q
Aerodynamic and structural aspects of propeller and	Laboratory studies of aircrew chemical protective ensemble. Effects on pilots' performance.	QUALITY CONTROL
drive for a 1/5 scale wind tunnel programme	p 207 N84-21066	Towards a veritable supervisor program for avionics
p 73 N86-11163	Psycho-ergonomic problems presented by the	software p 4 N83-22116
Some considerations in propeller and airframe integration p.73 N86-11164	prolonged wearing of gas masks p 208 N64-21073	The quality of avionics software. Specification and evaluation p.7 N83-22142
Wind tunnel investigation of the interaction of propeller	Selected factors affecting aircrew performance during	evaluation p. 7 N83-22142 Dissecting composite parts. A valuable aid in concept
slipstream with nacelle/wing/flap combinations	sustained operations p 208 N84-21074 PROTECTIVE COATINGS	design and nondestructive control p 153 N84-10207
p 73 N86-11166 Development of modern turboprop engines	Mechanical aspects of high temperature coatings	Certifying onboard software: A total progressive
p 74 N86-11168	p 106 N85-15749	approach p 141 N84-24625 Current requirements for the design and maintenance
PROPELLER SLIPSTREAMS	Rationale in the selection of corrosion protective coating	against corrosion of UK military aircraft
On the aerodynamics of installed propellers p 71 N86-11154	systems p 157 N85-33242	p 157 N85-33244
A unified approach for the aerodynamics and acoustics	Protective systems and maintenance policies for marine environments p 157 N85-33245	Limitations of manual NDT systems and the No Eyes
of propellers in forward motion p 71 N86-11155	PROVING	concept p 108 N86-25365 Advanced quantitative methods for nondestructive
PROPELLERS	Automating the testing of software p 28 N84-15074	evaluation p 109 N86-25376
Aeroelastic design considerations for turboprop powerplant installations p 15 N84-11123	PSYCHOLOGICAL EFFECTS	
Aerodynamics and Acoustics of Propellers	Observations of physiological and psychological effects of terrain following flight based on in-flight test	R
[AGARD-CP-366] p 70 N86-11147	experience p 229 N85-19657	
Aerodynamic method used in France for advanced fast propeller study p 71 N86-11149	Simulator sickness Reaction to a transformed	RADAR
propeller study p 71 N85-11149 A review of ARA research into propeller aerodynamic	perceptual world 6 Preliminary site surveys	Air traffic services in Portugal p 86 N83-22182 The estimation and correction of refractive bending in
prediction methods p 71 N86-11151	p 216 N85-20653 Aircrew aspects of United Stated future fighter aircraft	the AR3-D tactical radar systems p 170 N84-24958
Modern propeller profiles p 71 N86-11152	p 225 N86-30310	LPI-radar for helicopter obstacle warning
Summary of recent NASA propeller research p 72 N86-11158	PSYCHOLOGICAL FACTORS	p 56 N85-16810 Optical techniques for signal distribution and control in
Performance evaluation of full scale propellers by wind	Physiological and psychological aspects of the piloting of modern high-performance combat aircraft	advanced radar and communication systems
tunnel test p 72 N86-11160	p 31 N84-15099	p 238 N85-29773
Study of the 3D wake of an aerial propeller p 72 N86-11161	PSYCHOLOGICAL TESTS	Propagation Effects on Military Systems in the High
Investigations of modern general aviation propellers	Canadian forces approach to aircrew medical selection p 225 N86-30311	Latitude Region (AGARD-CP-382) p 181 N86-27531
p 73 N86-11162	selection p 225 N86-30311 PSYCHOMETRICS	lonospheric factors affecting the performance of HF
Aerodynamic and structural aspects of propeller and	Conceptual framework for the development of workload	sky-wave sea-state radars at high latitudes
drive for a 1/5 scale wind tunnel programme p 73 N86-11163	metrics in sustained operations p 207 N84-21063	p 184 N86-27549 Observations of the mid-latitude ionospheric trough from
Problems of the integration of propellers in airframes.	The U.S. Air Force neurophysiological workload test battery. Concept and validation. p. 207. N84-21064	Antarctica p 184 N86-27554
especially for high performance twin-engine aircraft	Behavioral and subjective workload metrics for	RADAR BEACONS
p 73 N86-11165	operational environments p 207 N84-21065	Development and flight test of a helicopter compact.
Wind tunnel investigation of the interaction of propeller slipstream with nacelle/wing/flap combinations	PSYCHOPHYSIOLOGY	portable: precision landing system concept p.56 N85-16821
p 73 N86-11166	Evaluation of helicopter helmet-mounted display mock-up p 222 N86-26806	RADAR CLUTTER MAPS
An asymptotic theory for the interference of large aspect	PULMONARY FUNCTIONS	10 cm radar ground clutter measurements taken from
ratio swept wings and multiple propeller slipstreams	Treadmill spiroergometry in the selection and screening	a coastal steamer radar on passage from Bergen to North Cape in May 1982 p 205 N84-15667
p 73 N86-11167	of high-performance combat aircraft pilots in the Beligan Air Force p 228 N86-30325	RADAR DETECTION
Aeroacoustic wind tunnel measurements on propeller noise p 74 N86-11169	Relationship of cardiopulmonary fitness to flight	Multifrequency scattering for target characterization and
Some aeroacoustic wind tunnel measurements,	performance in tactical aviation p 228 N86-30326	identification. A summary of recent results
theoretical predictions, and flight-test correlations on	PULSE COMMUNICATION	p 204 N84-15663 The effect of turbulent atmosphere on backscattered
subsonic aircraft propellers p 74 N86-11170	Propagation Influences on Digital Transmission Systems Problems and Solutions	waves p 204 N84-15664
An investigation of in-flight near-field propeller noise generation and transmission p.74 N86-11171	(AGARD-CP-363) p 172 N85 19269	Anomalous propagation and radar coverage through
Full-scale flight and model-scale wind tunnel tests on	Limits of the propagation medium with respect to digital	inhomogeneous atmospheres p 172 N84-24967
the nearfield noise characteristics of aircraft propellers	signal transmission p 172 N85-19270 Digital data communications over microwave radio	RADAR EQUIPMENT Trajectory measurements for take-off and landing tests
p 74 N86-11172	channels p 173 N85-19272	and other short-range applications, volume 16
Application of active noise control to model propeller noise p 75 N86-11176	EHF air-to-air communications p 173 N85-19273	[AGARD-AG-160-VOL-16] p 197 N85-25801
noise p.75 N86-11176 Technical evaluation report on the Fluid Dynamics Panel	Equatorial transionospheric propagation conditions affecting digital communications p 173 N85-19275	Hardware and architecture design of VLSI systems p 188 N86-28346
Symposium on Aerodynamics and Acoustics of	Measurements of propagation at 900 MHz in an irban	VLSi control structures p 188 N86-28348
Propellers	zone for establishing a digital radiomobile system	Processing requirements for radar digital beamforming
[AGARD-AR-213] p 85 N86-19298	p 175 N85-19288	p 190 N86-28357
PROPHYLAXIS A double blind comparative trial of powdered ginger root,	Theoretical study of a dynamic simulator of selective tading for digital, wireless beam microwave links	Two-level data-flow architecture for programmable
hyosine hydrobromide, and cinnanzine in the prophylaxis	p 176 N85-19294	signal processing p 190 N86-28358
of motion sickness induced by cross coupled stimulation	Integrated support of tactical operations by satellite	Advanced signal processing technology for future radal systems p 192 N86-28366
	communications p 232 N85-20754	
p 216 N85-20657		PADAN MAGERY
p 216 N85-20657 PROPULSION	Optimisation des systems of transmission numerique transauroraux en ondes decametriques optimization of H.F.	Remote sensing with spaceborne synthetic aperture
p 216 N85-20657	Optimisation des systems of transmission numerique	

SUBJECT INDEX Radar and infrared remote sensing of terrain, water rescurces, arctic sea ice, and agriculture p 202 N84-15651 Earth resources research using the Shuttle Imaging adar system p 235 N85-20779 RADAR MAPS Use of a CO2 laser lidar for flight and pene rry low altitudes p 90 N p 90 N86-26326 RADAR MEASUREMENT tonospheric factors affecting the perform sky-wave sea-state radars p 203 p 203 N84-15656 The Canadian programme of experimental measurement sea-state characteristics by sky-wave radar F-region variability and HF-propagation p 203 N84-15658 Automatic electron density profiles from digital nograms p 204 N84-15659 conograms Extraterrestrial radio noise and its effect on radar promance p 204 N84-15662 RADAR RECEPTION Extraterrestrial radio noise and its effect (p 204 N84-15662 RADAR RESOLUTION tion effects in satellite-borne RADAR SCATTERING Effects of nonlinear loads on antennas and scattered p 168 N84-12376 A review of propagation and scattering factors in remote-sensing and ship-tracking by HF radi p 203 N84-15655 On the relationship of F-region structure in the dayside auroral oval to HF backscatter signatures attributed to the p 184 N86-27552 RADAR SIGNATURES On the relationship of F-region structure in the dayside auroral oval to HF backscatter signatures attributed to the polar cusp p 184 N86-27552 RADAR TARGETS The effect of turbulent atmosphere on backscattered aves p 204 N84-15664 Tropospheric propagation assessment Direct, in-situ measurements of irregularities in the mesosphere (85 - 50 km) at 69 deg N (Andenes, Norway) p 185 N86-27559 p 171 N84-24965 RADAR TRACKING A review of propagation and scattering factors in remote-sensing and ship-tracking by HF radi p 203 N84-15655 A long range propagation experiment to investigate the incidence of anomalous propagation in the north Atlantic

Direct, in-situ measurements of irregulantes in the mesosphere (85 - 50 km) at 69 deg N (Andenes, Norway) p 185 N86-27559 RADAR TRANSMISSION Extraterrestrial radio noise and its effect on radaerformance p 204 N84-15662
Homing head imperfections aftering missile guidance p 142 N84-31256 Propagation effects on satellite-borne sy radars Direct, in-situ measurements of irregulanties in the mesosphere (85 - 50 km) at 69 deg N (Andenes. p 185 N86-27559 Techniques for measuring radiance in the air and sea p 206 N84-15672 RADIATION ABSORPTION Techniques for improving the reliability of mobile HF ommunications over high-absorption paths

The physical interactions of radiofrequency radiation leds and biological systems p 179 N85-27129 Cavityless optical bistability in systems of two-level fields and biological systems p 237 N85-29764 RADIATION DOSAGE Visual function and the definition of thresholds for rposure to laser radiation p 214 N84-33019
Thermal consequences of localized SAR from RFR riposures exposure to laser radiation Thermal correspondence p 179 N85-27130
The medical results of human exposures to radio hequency radiation p 179 N85-27133
Radio Frequency Radiation (RFR) measurements in operational settings p 180 N85-27138
The impact of VLSI on integrated circuit radiation p 186 N86-28345

FLIR, NVG and HMS/D systems for helicopter operation: eview p 222 N86-26804

RADIATION DETECTORS

RADIATION DISTRIBUTION

RADIATION EFFECTS

p 183 N86-27545

p 136 N83-30465
Candidate materials for pretensioned membranes of fibre composite materials for space application Space environmental effects on materials

Effects of long duration exposure to simulated space environment on nonmetallic materials properties p 136 N83-30489

The effect of space environment on the damping of polymer matrix composite p 137 N83-30499. The effect of combined U.V. radiation and high energy ctrons on the behaviour of polymer matrix composites lard vacuum p 137 N83-30495 in hard vacuum in hard vacuum p 137 N83-30495
The Impact of Proposed Radio Frequency Radiation
Standards on Military Operations
[AGARD-LS-138] p 179 N85-27128
The physical interactions of radiofrequency radiation
fields and biological systèms p 179 N85-27129

olds and biological systems

The biological effects of radiofrequency radiation
p 179 N85-27131

The medical results of human exposures to radio p 179 N85-27133 frequency radiation p. 179 N65-27133 The impact of VLSI on integrated circuit radiation p 188 N86-28345 RADIATION HARDENING

p 187 N86-28340 High leverage GaAs integrated circuits for military ystems p 187 N86-28343
A comparison of the radiation hardness of various VLSI technologies for defense applications

p 188 N86-28344 The impact of VLSI on integrated circuit radiation p 188 N86-28345 RADIATION HAZARDS

The Impact of Proposed Radio Frequency Radiation Standards on Military Operations
[AGARD-LS-138] p 179 N85-27128

The biological effects of radiofrequency radiation p 179 N85-27131
The cumulative effects of long term exposure to low levels of radiofrequency radiation (RFR)

p 179 N85-27132 Review of epidemiological studies of human exposures radiofrequency radiation p 180 N85-27134 Hazards of VLF electromagnetic fields p 180 N85-27136

Development and application of new radiofrequency radiation safety standards p 180 N85-27137
Calculations on technical requirements for protection devices against a nuclear light flash

p 224 N86-26819 RADIATIVE HEAT TRANSFER

Other cryogenic wind-tunnel projects Computation of thermal radiation for gas turbine p 113 N86-29841 RADIO ANTENNAS

In-flight accuracy and coverage tests of ESM- and ECM-systems p 43 N84-34412 Propagation influences on the performance of a reduced bandwidth quadrature phase shift keyed digital radio p 173 N85-19274 p 182 N86-27541 SHF/EHF ray bending RADIO ASTRONOMY

Correcting radio astronomy interferometry observations for ionospheric refraction p 170 NB4-24957 RADIO ATTENUATION

VHF/UHF propagation studies on long over the horizon salt water radio paths p 162 N83-30887 Two types of errors made in prediction wave attenuation p 168 N84-24945 UHF communications through forested propagation pannels p 174 N85-19280 RADIO BEACONS

Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-16] p 197 N85-25801 RADIO COMMUNICATION

On combating multipath effects using spread-spectrum D 164 NR3.30906 A spectral emission mask for digital tropospheric scatte ansmission p 165 N83-3090 ansmission p.t. Operational requirements versus p 55 N85-16798 Adaptive signal processing for radio communications p. 176 N85-19295
Meteor scatter radio communication at high latitude p. 186 N86-27564

RADIO EMISSION On the utilization of ionospheric diagnostics in the single-site location of HF emitters p 204 N84-15661 RADD EQUIPMENT

Influence of the airframe on the performance of antennas for aviginities of management of the performance of RADIO FREQUENCIES

Propagation 1. State of the art of modelling and prediction in HF propagation p 158 N83-30864 LOS microwave channel simulation A survey of models, ealizations and new concepts p 176 N85-19291 realizations and new concepts A review of transmission and channel evaluation techniques for digital communication sy

p 177 N85-19301 Narrowbend spread spectrum systems p 178 N85-19307

RADIO FREQUENCY INTERFERENCE

Propagation Aspects of Frequency Sharing, Interference and System Diversity p 160 N83-30873 AGAPD-CP-3321 Fundamental limitations caused by RF propagation p 160 N83-30874

malous absorption effects produced by high power radio waves in the high latitude ionosphe

p 160 N83-30878 VHF-long-distance-propagation by auroral backscatter p 161 N83-30879

Interference and sharing at medium frequency: Skywave opagation considerations p. 161 N83-30880 Interference and sharing at medium frequency. Skywave oppagation considerations. p. 161. N83-30880. Signal and noise variability in high frequency skywave idio-service planning. p. 161. N83-30881. Modelling on interference due to ducting at frequencies bove 1 GHz. p. 162. N83-30888. above 1 GHz

A radio interference model for western Europe p 171 N84-24963 Transhorizon microwave propagation measurements

related to surface meteorological parameters p 171 N84-24964 Propagation characteristics of medium frequency skywave signals from the continental US and Canada received at Farbanks, Alaska p 183 N86-27546 Observations with an ionosonde in Northern Germany p 183 N86-27548 the mid-latitude trough

Navigation Accounting for copy p 66 N85-26641
RADIO RANGE

VHF/UHF propagation studies on long over the horizon salt water radio paths p 162 NB3-30887 RADIO RECEIVERS

Techniques for improving the reliability of mobile HF communications over high-absorption paths p 183 N86-27545

RADIO RELAY SYSTEMS The impact of propagation effects on the design of high capacity digital microwave links in the 18 GHz frequency band p.174 N85-19278 Wideband line-of-sight channel measurements and

simulation: Application to digital radio links p 174 N85-19283 RADIO SCATTERING

UHF communications through forested propagation p 174 N85-19280 RADIO SIGNALS

System aspects of clear air propagation above 40 4z p 162 N83-30893 Vanability of transionospheric signal time delay at high p 181 N86-27536 RADIO SOURCES (ASTRONOMY)

Extraterrestrial radio noise and its effect on radar serformance p 204 N84-15662 performance RADIO SPECTRA

Anomalous propagation behavior of radio signals at high atitudes p. 161 N83-30882 Spectral characteristics of high frequency waves

backscattered by small scale F region irregularities Evidence of strong sub-auroral ion flow p 184 N86-27550 RADIO TELEGRAPHY

p 160 N83-30872 Adaptive systems in operation RADIO TRANSMISSION Fundamental limitations caused by RF propagatio

A mm-wave collision warning device for helicopters p 163 N83-30895 Propagation Factors Affecting Remote Sensing by Radio

Waves [AGARD-CP-345] Determination of propagation limitations at HF by Propagation Influences on Digital Transmission

Problems and Solutions p 172 N85-19269 IAGARD-CP-3631

(GARD-CP-963)
Limits of the propagation medium with respect to digital p 172 N85-19270 p 172 Nob-19270
Propagation of wide bandwidth signals in a tropospheric ucting system
Propagation effects on the Doppler frequency shift of atellite transmissions
p 173 N85-19276
p 173 N85-19276 signal transmission ducting system

satellite transmissions p.1./3 proprietation of the satellite transmissions p.1./4 propagation channels p.1.74 p.1.74 p.1.75 p.1

Measurements of propagation at 900 MHz in an urban zone for establishing a digital radiornoble system p. 175 N85-19268. A review of transmission and channel evaluation

recharges for digital communication systems p 177 Ne5-19301

A microprocessor controlled parallel model with FDPSK propagation Effects on Military Systems in the High Latitude Region [AGARD-CP-382]

Solar terrestrial relationships in the high latitude region p. 181 N86-27532	RAYLEIGH SCATTERING	REDUCED GRAVITY Methods and major findings of cardiovascular
Media effects on systems in the high latitude region	Bistatic radar reflectivities in the range 11-30 GHz p 162 N83-30891	exploration involving the human centrifuge
p 181 N86-27533 F layer irregularities at plasmapause and auroral	RAYLEIGH-RITZ METHOD Detamination growth in composite structures under	p 212 N84-21097 Evaluation of Results of Space Experiments in
latitudes p 181 N86-27537	inplane compression loading p 155 N84-10224	Physiology and Medicine and Informal Briefings by the F-16
SHF/EHF ray bending p 182 N86-27541 E H F propagation measurements along satellite-Earth	REACTION KINETICS	Medical Working Group p 218 N85-31806 Some results of the European vestibular experiments
paths in the Canadian High Arctic p 182 N86-27542	Vacuum recycling effect on minor elements in superalloys p 151 N84:33481	in the Spacelab-1 mission p 219 N85-31809
Propagation characteristics of medium frequency skywaye signals from the continental US and Canada	The effect of recycling on cast structures and the internal character of IN100 alloy. A laboratory study.	Three-dimensional ballistocardiography in microgravity p. 220 N85-31818
received at Fairbanks, Alaska p 183 N86-27546	p 152 N84-33485	REDUNDANCY Design and development of the multifunction flight
Optimisation des systems of transmission numerique transauroraux en ondes decametriques optimization of H.F.	Theoretical aspects of corrosion and practical	control reference system p 18 N84-12065
digital radio systems at high latitudes p 183 N86-27547	implications for aircraft and related systems p 156 N85-33240	A diagnosis scheme for sensors of a flight control system using analytic redundancy p. 19 N84-12067
Meteor scatter radio communication at high latitudes	Heat transfer in gas turbine combustors. A discussion of mathematical modeling of combustion, heat and mass.	Connecting aircraft and external loads
p 186 N86 27564 RADIO TRANSMITTERS	transfer with emphasis on heat transfer in gas turbine	p 23 N84-15046 Application of multifunction strapdown inertial system
Multipath outage performance of digital radio receivers	combustors p 114 N86-29843 REACTION TIME	p 88 N84-25698
using finite-tap adaptive equalizers p 170 NB4-24955 RADIO WAYE REFRACTION	Vision test battery threshold and response time as	Some flight test results with redundant digital flight control systems p 122 N85-26739
Characteristics of the Lower Atmosphere Influencing	predictors of air-to-air visual target acquisition in F-14 and adversary aircraft p 227 N86-30321	A modular dissimilar redundant computer designed for high integrity control p 123 N85-26751
Radio Wave Propagation [AGARD-CP-346] p 168 N84-24943	REAL TIME OPERATION	A modular dissimilar redundant computer designed for
Correcting radio astronomy interferometry observations for ionospheric refraction p 170 N84-24957	Safety critical fast-real-time systems p.6. N83-22128 An eight point testing strategy for real time software	high integrity control p 127 N85-27904 Redundancy management of sychronous and
Propagation effects on the Doppler frequency shift of	p 7 N83-22134	asynchronous systems p 129 N86-20402
satellite transmissions p 173 N85-19276 RADIO WAVES	The management of a large real-time military avionics project p.8 N83-22144	Can design faults be tolerated? p 129 N86-20404 A revolutionary design method for VLSI signal
Propagation Factors Affecting Remote Sensing by Radio	project p.8 N83-22144 Modern HF communications	processors p 190 N86-28361
Waves [AGARD-CP-345] p 201 N84-15646	(AGARD-LS-127) p 158 N83-30862	REDUNDANCY ENCODING Analytic redundance management for hight control
Extraterrestrial radio noise and its effect on radar	Real-time channel evaluation p 159 N83-30865 HF propagation measurements for Real-Time Channel	sensors p 14 N83-34900 REENTRY EFFECTS
performance p.204 N84-15662 The Impact of Proposed Radio Frequency Radiation	Evaluation (RTCE) systems p 159 N83-30871	Aerothermodynamic flight envelope expansion for a
Standards on Military Operations	ionograms p 204 N84-15659	manned lifting reentry vehicle (space shuttle) p 9 N83-30359
[AGARD-LS-138] p. 179 N85-27128 The physical interactions of radiofrequency radiation	Determination of propagation limitations at HF by real-time update of a computer model from oblique sounder	Predicted and flight test results of the performance and
fields and biological systems p 179 N85-27129 The biological effects of radiofrequency radiation	data p 204 N84-15660	stability and control of the space shuttle from reentry to landing p 9 N83-30360
p 179 N85-27131	Flight Test Techniques [AGARD-CP-373] p.41 N84-34396	REFERENCE SYSTEMS
The cumulative effects of long term exposure to low levels of radiofrequency radiation (RFR)	Real time flight test conduction and monitoring	Design and development of the multifunction flight control reference system p.18 N84-12065
p 179 N85-27132	p 43 N84-34414 Flight testing and real time data processing for	REFLECTANCE Spacecraft thermal control selection for seven years
Review of epidemiological studies of human exposures to radiofrequency radiation p 180 N85-27134	development and integration of weapon systems	lifetime in synchronous orbit p 135 N83-30482
Hazards of VLF electromagnetic helds	p 43 N84-34415 Real time testing. The next generation	Bistatic radar reflectivities in the range 11-30 GHz p.162 N83-30891
p 180 N85-27136 Radio Frequency Radiation (RFR) measurements in	p 43 N84-34416 An extended real-time microwave airplane position	REFRACTIVITY
operational settings p 180 N85-27138	system p 44 N84-34419	Scintillation modelling and measurement A tool for remote-sensing slant paths p 163 NB3-30898
Technical evaluation report on the ElectromagneticWave Propagation Panel Symposium on	The effect on software design of testing by symbolic execution p.49 N85-16750	The estimation and correction of refractive bending in
Propagation Effects on Military Systems in the High	Reliable software design for avionics and space	the AR3-D tactical radar systems p 170 N84-24958 Adaptive compensation for atmospheric turbulence
Latitude Region [AGARD-AR-218] p 180 N86-24903	applications p.49 N85-16751 An H.F. simulator for use with real time channel	effects on optical propagation p 171 N84-24960
World atlas of ground conductivities with particular	evaluation systems p 176 N85-19293	Effects of atmospheric turbulence on optical propagation p.171 N84 24961
emphasis on the high latitude region p 186 N86-27563	Maintaining consistency and accommodating network repair in a self-regenerative distributed database	Tropospheric propagation assessment p 171 N84-24965
RADIOBIOLOGY	management system (a discussion of the means and cost) p 68 N85-26656	Distortion of a narrow radio beam in a convective
Biostack experiments on STS-flights and the impact for man in space p 221 N85-31821	Synthetic real-time relief display all-weather airborne	medium p. 172 N84-24966. Anomalous propagation and radar coverage through
RADIOGRAPHY	missions p.89 N86-26321 The future of bipolar technology for avionics	inhomogeneous atmospheres p 172 N84-24967
NDE techniques for composite laminates p.152 N84 10205	p 187 N86-28341	Optical modulators and bistable devices using molecular gases p 237 N85-29761
Systematic radiographic examination of the spine for	Real-time digital matched filter for radar pulse compression p 189 N86-28353	An experimental nonlinear optical waveguide device p 237 N85-29762
selection of F 16 pilots. A preliminary report. p. 227 N86-30323	RECEIVERS HF equipment Receivers, transmitters, synthesizers.	Media effects on systems in the high latitude region
RADIOMETERS	and peripherals p 159 N83-30869	p 181 N86-27533 REFRACTOMETERS
Techniques for measuring radiance in the air and sea p 206 N84-15672	RECEPTION DIVERSITY Environment and receptivity p 194 N84-33760	A GaAs refractometer for tropospheric studies
RAIN	RECIRCULATIVE FLUID FLOW	p 170 N84-24952 REFRACTORY MATERIALS
wind-tunnels	Ground based testing without wind tunnels p 40 N84-25634	Coating developments to restrict strategic materials usage p 151 N84-33483
[NASA-TM-77069] p 130 N83-30438	RECONNAISSANCE AIRCRAFT	REGENERATION (ENGINEERING)
A predictor model for EHF communication satellite system availabilities in the presence of rain	Problems of the integration of propellers in airfram is: especially for high performance twin-engine aircraft.	Heat exchangers in regenerative gas turbine cycles p 116 N86-29857
p 163 N83 30896	P 73 N86-11165	REGULATIONS
Diversity reception of COMSTAR 19/29 GHz satellite beacons in convective rain climate of Florida, 1978	Three-dimensional ballistocardiography in microgravity	Radio regulatory aspects of frequency sharing p 160 N83-30877
1981 p 163 N83-30897	p 220 N85-J1818 RECTANGULAR WINGS	Aircraft operations from airfields with special
Two types of errors made in prediction wave attenuation by rain p 168 N84-24945	Transonic pressure distributions on a two-dimensional	unconventional characteristics p.29 N84 15085. Evaluation and control of laser hazards
RAINDROPS Relative raday reflectivities in the range 11,30 GHz	0012 and supercritical MBB-A3 profile oscillating in heave and pitch p 63 N85 15173	p.214 N84 33018 Do new aircraft need new technologies and certification
Bistatic radar reflectivities in the range 11-30 GHz p 162 N83-30891	RECYCLING New developments in materials recycling by the US	rules? p.95 N85-23795
RANLET ENGINES Ramjet and Ramrocket Propulsion Systems for	Bureau of Mines p 151 N84-33480	REGULATORS Designing improved tracking regulators for piloting highly
Missiles	Vacuum recycling effect on minor elements in superalloys p 151 N84-33481	maneuverable aircraft - fighter aircraft
AGARD-LS-136 p 149 N85-15809 RANDOM WALK	Problems presented to engine builders by the recycling	p 1 NB3 22095 RELAXATION (NECHANICS)
Laser gyroscope random walk determination using a fast	of metallic materials · · · Ittanium and nickel alloys for aircraft engine parts p 151 N84-33482	On the relaxation of a turbulent boundary layer after
filtering technique p 67 N85-28647 RANGEFINDING	Trace elements in superalloys and the implications for	an encounter with a forward facing step p.53 N85-16789
Terminal control for command to line of sight guided	recycling p 151 1484-33484 The effect of recycling on cast structures and the internal	RELIABILITY
missile p 142 N84-31252 RAPID EVE MOVEMENT STATE	character of IN100 alloy A laboratory study p 152 N84 33485	Anomalous propagation behavior of radio signals at high latitudes p. 161 N83 30882
Sleep and wake physiology in weightlessness	Using recycled superalloys in precision casting	A diagnosis scheme for sensors of a flight control system
p 221 N85-31819	p 152 N84-33486	using analytic redundancy p.19 N84 12067

Design, development and flight test of a demonstration	RENDEZVOUS TRAJECTORIES	High Reynolds number tests of the cast 10-2/DOA2
advanced avionics system p 27 N84-15067	The influence of sensor and thruster imperfections on	transonic airfoil at ambient and cryogenic temperature
Image dissector tube star trackers performance	the attitude and position of a spacecraft performing a rendezvous n.139 N84-24615	conditions p 33 N84-23575
Advantages and drawbacks as compared to those of	rendezvous p 139 N84-24615 Control aspects as elaborated in space rendezvous	Use of a small scale wind tunnel and model shop a
charge transfer device star trackers p 138 N84-24606	simulations p 139 N84-24616	Aeronautica Macchi as an industrial tool p 35 N84 23585
Application of multifunction strapdown inertial system p.88 N84-25698	RENE 95	
	Comparison between the properties of conventional	Half-model testing in the NLR high speed wind tunne
Special power train requirements for the next generation of rotany-wing aircraft p 92 N85-23769	wrought and powder metallurgical alloys for turbine disc	HST Its technique and application p 35 N84-23588
Fine filtration: An attractive route towards lower	applications p 105 N85 15739	Design of advanced technology maneuvering aircraf models for the National Transonic Facility
helicopter operating costs p 92 N85-23774	REPORTS	p 36 N84-23590
The evolutive state A new definition of system state	Incident reporting. Its role in aviation safety and the	
to include sequencing of events p 66 N85-26643	acquisition of human error data p 29 N84-15081	Environment and receptivity p 194 N84-33760 Pneumatic turbulators: A device for drag reduction a
Technical evaluation report on the Flight Mechanics	REQUIREMENTS	Reynolds numbers below 5 million p 53 N85 1679
Symposium on Active Control Systems Review,	Auxiliary power requirements Their role in aircraft	Introduction to cryogenic wind tunnels
Evaluation and Projections	performance p 98 N84-12169 Secondary power systems for fighter aircraft	p 132 N86-20416
[AGARD-AR-220] p 121 N85-26730	experiences today and requirements for a next	Fundamental reflections on cryogenic testing
Active control technology Past, present, future	generation p 98 N84-12171	p 133 N86-2042
p 121 N85-26731	Current design requirements for corrosion control on	Unsteady viscous flow of an incompressible fluid around
Software fault tolerance experiments	helicopters p 38 N84-25616	a profile. A comparison of theory and practice
p 129 N86-20403	Current requirements on specifications for corrosion	p 143 N86-2722
Can design faults be tolerated? p 129 N86-20404	prevention p 38 N84-25618	External heat transfer study on a HP turbine roto
Multi-computer fault tolerant systems using Ada p 129 N86-20406	View of future requirements for engine cyclic durability	blade p 111 N86-2982
Design validation of fly-by-wire flight control systems	by analysis and testing p 107 N85-15751	Gust alleviation on a transport airplane
p 130 N86-20409	RESEARCH AIRCRAFT	p 148 N86-2725
RELIABILITY ANALYSIS	Future requirements for airborne simulation	RIGID ROTORS
Some propagational aspects of frequency allocation and	[AGARD-AR-188] p 132 N84-32401	Correlation aspects of analytical, wind tunnel and fligh
frequency sharing p 160 N83-30875	Civil avionics flight testing with the RAE(B) BAC1-11	test results for a hingeless rotor helicopter
RELIABILITY ENGINEERING	p 62 N85-22354	p 11 N83-3037
Software design and development using MASCOT	X-29 digital flight control system design p 125 N85-27889	RIGID STRUCTURES
p 6 N83-22127	The flight control system for the Experimental Aircraft	Composite repair of aircraft structures
Software fault tolerance for real-time avionics systems	Programme (EAP) demonstration aircraft	p 156 N85-1705
p.6 N83-22132	p 128 N65-27908	Unsteady three-dimensional flow theory via materia
Simulation requirements to support the development of	RESEARCH AND DEVELOPMENT	functions p 148 N85-2726
a fault tolerant avionic system p 27 N84-15072 Problems presented to engine builders by the recycling	Development and Use of Numerical and Factual Data	RIVERS
of metallic materials titanium and nickel alloys for aircraft	Bases	Image supported navigation in low altitudes based or
engine parts p 151 N84-33482	[AGARD-LS-130] p 241 N84-17059	the detection of roads and rivers p.2 N83-2209: ROADS
Design and test requirements for development of today's	Management of aerospace contract documentation by	Image supported navigation in low altitudes based or
engines p 104 N85-15737	industry and government p 243 N84-21434	the detection of roads and rivers p 2 NB3-2209
AIRLAB A laboratory for flight-crucial-electronics	Guides to aerospace research and development in	ROBOTICS
system research p 63 N85-22362	NATO countries Bibliography [AGAHD-R-718] p 244 N84-22509	Robotics Past, present, and future
RELIEF MAPS	[AGARD-R-718] p 244 N84-22509 Development testing: Use of sea level test beds and	p 197 N86-1962
Synthetic real time relief display all-weather airborne missions p.89 N86-26321	rigs p 131 N84-25726	Sensors Vision and tactile p 197 N86-1962
missions p.89 N86-26321 Applications of digital terrain data in flight operations	Technology developments for laminar boundary layer	Sensory feedback structures in robotics
p 89 N86-26324	control on subsonic transport aircraft p 53 NB5-16787	p 198 N86-1963.
Use of a CO2 laser lidar for flight and penetration at	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743	Artificial Intelligence and Robotics
very low altitudes p 90 N86-26326	flight control system p 122 N85-26743 Management of Corrosion	[AGARD-LS-142] p 197 N86-1962
REMOTE MANIPULATOR SYSTEM	[AGARD-LS-141] p 156 N85-33238	Robot software. Current state-of-the-art, and future
Structural design and test of the shuttle RMS p. 135 N83-30481	RESEARCH MANAGEMENT	challenges p 197 N86-1963
REMOTE SENSING	The Italian Defence Scientific and Technical	CRT install and secure stations for the generic monitor
Scintillation modelling and measurement. A tool for	Documentation Centre p 239 N83-31534	line p 198 N86-1963 ROBUSTNESS (MATHEMATICS)
remote-sensing slant paths p 163 N83-30898	Scientific and technical report services	Flight control system design using robust output
Advances in sensors and their integration into aircraft	p 240 N83-31536 RESIDUAL STRESS	observers p 3 N83-2210
guidance and control systems	Trace elements and residual elements in superalloys	Performance and robustness aspects of digital control
AGARD-AG-272+ p.13 N83-34891	p 152 N84-33487	systems p 120 N84 1009
Propagation Factors Affecting Remote Sensing by Radio	Aspects of small crack growth p 108 N86-25370	Design and robustness analysis of reduced order
Waves	RESIDUES	controllers for large flexible space vehicles
[AGARD-CP-345] p.201 N84-15646	Trace elements and residual elements in superalloys	p 140 N84-2462
The European Space Agency's Earth observation satellite programmes p 202 N84-15647	p 152 N84-33487	ROCKET ENGINES
Remote sensing with spaceborne synthetic aperture	RESIN MATRIX COMPOSITES	The influence of sensor and thruster imperfections of the attitude and position of a spacecraft performing
imaging radars. A review p 202 N84 15648	NDE techniques for composite laminates	rendezvous position of a spacecraft performing
Radar and infrared remote sensing of terrain, water	p 152 NB4-10205	Ramjet and Ramrocket Propulsion Systems to
resources arctic sea ice, and agriculture	RESISTANCE THERMOMETERS	Missiles
p 202 N84-15651	High frequency response heat flux gauge for metal blading p 115 N86-29850	[AGARD-LS-136] p 149 N85-1580
A review of propagation and scattering factors in	blading p 115 NB6-29850 RESONANT FREQUENCIES	ROLL
remote-sensing and ship-tracking by HF radar	Prediction of resonance frequencies for ventilated wall	Some effects of display formal variables on the
p 203 N84-15655	wind tunnels p 34 NB4-23580	perception of aircraft spatial orientation
Lidar remote sensing of internal waves and optical properties p.205 N84-15670	REST	p 230 N85-1966
	Workload of personnel engaged in air defence	ROLLER BEARINGS
Passive remote sensing of ocean optical propagation parameters p 206 N84-15673	p 209 N84-21079	Load capacity of cages of roller bearings for plane
Remote sensing of atmospheric pressure and sea state	RETAINING	wheels p 92 N85-2377
from satellites using short-pulse multicolor laser	Design and construction of models for the National	The characteristics of surface roughness important tigear and rolling bearing problems p. 93 N85-2378
altimeters p 206 N84-15674	Transonic Facility, part 2 p 133 N86-20420	gear and rolling bearing problems p 93 N85-2378 ROLLING CONTACT LOADS
Technical evaluation report on the 46th Symposium of	RETINA	The characteristics of surface roughness important t
the Avionics Panel on Space System Applications to	Calculations on technical requirements for protection	gear and rolling bearing problems p 93 N85-2378
Tactical Operations	devices against a nuclear light flash p 224 N86-26819	ROLLING MOMENTS
AGARD-AR-203 p 97 N85-18988	RETIREMENT FOR CAUSE	Operational and developmental experience with th
Space System Applications to Tactical Operations	Manufacturing technology for nondestructive evaluation	F/A-18A digital flight control system
AGARD-CP-344 p 231 N85-20751	(NDE) system to implement Retirement For Cause (RFC)	p 122 N85-2674
Defense Meteorological Satellite Program (DMSP)	procedures for gas turbine engine components	ROYARY STABILITY
p 234 N85-20766 The spot operational remote sensing satellite system	p 108 N86-25368	Recent developments in rotary balance testing of tighte
		all-raft configurations at NASA Ames Research Center
Cuffent status and perspectives in 235, Mass 30774	REUSE	
Current status and perspectives p 235 N85-20776 The ESA remote sensing satellite system (ERS-1)	REUSE Materials Substitution and Recycling	p 145 N86-2724
The ESA remote sensing satellite system (ERS-1)	REUSE Materials Substitution and Recycling [AGARD-CP-356] p 149 N84-33465	ROTARY WING AIRCRAFT
	REUSE Materials Substitution and Recycling [AGRD-CP-356] p.149 N84-33465 Measures for materials conservation in aero-engine	ROTARY WING AIRCRAFT Rotorcraft icing technology An update
The ESA remote sensing satellite system (ERS-1) p. 235 N85-20777 Charge processing in infrared CCD-sensor arrays p. 191 N86-28363	REUSE Materials Substitution and Recycling [AGARD-CP-356] Measures for materials conservation in aero-engine construction p.149 N84-33465 M84-33465	ROTARY WING AIRCRAFT Rotorcraft icing technology An update p 29 N84-1508
The ESA remote sensing satellite system (ERS-1) p 235 N85-20777 Charge processing in infrared CCD-sensor-arrays p 191 N86-28363 PREMOTE SEMBORS	REUSE Materials Substitution and Recycling [AGARD-CP-356] p 149 N84-33465 Measures for materials conservation in aero-engine construction p 149 N84-33468 Towards a cycle without loss. Cobatt in the aircraft	ROTARY WING AIRCRAFT Rotocraft ionig technology An update p 29 N84-1508 Special power train requirements for the next generatio of rotary-wing aircraft p 92 N85-2376
The ESA remote sensing satellite system (ERS-1) 235 N85-20777 Charge processing in infrared CCD sensor-arrays p. 191 N86-28363 REMOTE SEMBORS Infiel alignment and augmentation of the ARINC 705	REUSE Materials Substitution and Recycling [AGARD-CP-356] p 149 N84-33465 Measures for materials conservation in aero-engine construction p 149 N84-33468 Towards a cycle without loss Cobell in the aurical industry p 149 N84-33468	ROTARY WING AIRCRAFT Rotorcraft icing technology An update p 29 N84-1508 Special power train requirements for the next generatio of rotary-wing arcraft ROTARY WINGS
The ESA remote sensing satellite system (ERS-1) p 235 N85-20777 Charge processing in infrared CCD-sensor-arrays p 191 N86-28363 PEMOTE SEMBORS Infinial alignment and augmentation of the ARINC 705 strapdown AHRS LTR-81 p 88 N84-25699	Materials Substitution and Recycling [AGARD-CP-356] Measures for materials conservation in aero-engine construction p.149 N84-33465 Towards a cycle without loss. Cobalt in the aircraft industry Reusable software. A concept for cost reduction	ROTARY WING AIRCRAFT Rotorcraft iong technology An update p 29 N84-1508 Special power train requirements for the next generatio of rotary-wing aircraft p 92 N85-2376 ROTARY WINGS An empirical appraisal of defects in composites
The ESA remote sensing satellite system (ERS-1) p 235 N85-20777 Charge processing in infrared CCD-sensor-arrays p 191 N86-28363 PERIODE SENSORS Initial alignment and augmentation of the ARINC 705 strapdown AHRS LTR-81 p 88 N84-25699 p 197 N86-19629	Materials Substitution and Recycling [AGARD-CP-356] p 149 N84-33465 Measures for materials conservation in aero-engine construction p 149 N84-33468 Towards a cycle without loss. Cobalt in the aircraft industry p 149 N84-33469 Reusable software. A concept for cost reduction p 68 N85-26655	ROTARY WING AIRCRAFT Rotocraft iong technology An update p 29 N84-1508 Special power train requirements for the next generatio of rotary-wing arcraft p 92 N85-2376 ROTARY WINGS An empirical appraisal of defects in composites helicopter tail rotor blades p 153 N84-1021
The ESA remote sensing satellite system (ERS-1) p. 235 N85-20777 Charge processing in infrared CCD-sensor-arrays p. 191 N86-28363 PERIOTE SEMBORS p. 191 N86-28363 Inhal alignment and augmentation of the ARINC 705 Strapdown AHRS LTR-81 p. 86 N84-25699 Sensors Vision and tactile p. 197 N86-19629 PERIOTELY PILOTED VENICLES	Materials Substitution and Recycling [AGARD-CP-356] Measures for materials conservation in aero-engine construction p.149 N84-33465 Towards a cycle without loss Cobalt in the aircraft industry p.149 N84-33469 Reusable software A concept for cost reduction p.68 N85-26655	ROTARY WING AIRCRAFT Rotorcraft icing technology. An update p 29 N84-1508 Special power train requirements for the next generatio of rotary-wing aircraft p 92 N85-2376 ROTARY WINGS An empirical appraisal of defects in composites helicopter tail rotor blades. p 153 N84-1021 The influence of seroelastic stability requirements of
The ESA remote sensing satellite system (ERS-1) p 235 N85-20777 Charge processing in infrared CCD-sensor-arrays p 191 N86-28363 PERIODE SENSORS Initial alignment and augmentation of the ARINC 705 strapdown AHRS LTR-81 p 88 N84-25699 p 197 N86-19629	Materials Substitution and Recycling [AGARD-CP-356] p 149 N84-33465 Measures for materials conservation in aero-engine construction p 149 N84-33468 Towards a cycle without loss. Cobalt in the aircraft industry p 149 N84-33469 Reusable software. A concept for cost reduction p 68 N85-26655	ROTARY WING AIRCRAFT Rotorcraft iong technology An update p 29 N84-1508 Special power train requirements for the next generatio of rotary-wing aircraft p 92 N85-2376 ROTARY WINGS An empirical appraisal of defects in composites

Estimated analysis of the aeroelastic behavior of tail rotors p.16 N84-11129	S	SATELLITE TRANSMISSION to depolarization on low-angle 2 GHz satellite
The role of aeroelasticity in the preliminary design of	SAFETY	downlinks p 169 N84-24946
helicopter rotors p 16 N84-11130	Testing of turboshaft engines p 131 N84-25729	Equatorial transionospheric propagation conditions
Rotorcraft icing technology An update p 29 N84-15084	Evaluation and control of laser hazards p 214 N84 33018	affecting digital communications p. 173 N85-19275. Propagation effects on the Doppler frequency shift of
Helicopter active control with rotor blades relaxation	Aims and requirements of NATO group AC/310	satellite transmissions p 173 N85-19276
p 57 N85-16819 Helicopter Aeromechanics	p 58 N85 17026	A technical solution to fadirigs in tactical satellite digital transmissions p 177 N85 19297
[AGARD-LS-139] p 69 N85-28913	Sensitivity tests for solid propellants in Germany p. 58 N85-17028	The Ferranti Tactical SHF SATCOM station
Rotorcraft noise p 70 N85-28916	Sensitiveness and explosiveness assessment at Pernie	(MANSAT) p 233 N85-20759
Recent developments in the dynamics of advanced rotor systems p.70 N85-28917	Waitham Abbey p 58 N85 17029	Tactical satellite terminals for land and airborne C3 applications p 233 N85-20760
ROTATING BODIES	Penguin warhead safety tests p 59 N85-17031. The vulnerability of cast double base rocket motors to	Coverage and buildup of the Navstar constellation
Boundary layer development on rotating bodies of revolution p.102 N84-16204	thermomechanical attack p 59 N85-17033	p 233 N85-20764 Tactical applications of GPS user equipment
New rotary rig at RAE and experiments on HIRM	Some aspects of how to design cost-effective flight control systems p 66 N85-26639	p 233 N85-20765
p 145 N86 27243 ROTATING DISKS	The certification of airborne complex digital systems	SATELLITE-BORNE INSTRUMENTS UK Skynet 4 communications satellites
CFM 56-2 Oligocyclic fatigue of the turbofan disk	p 123 N85-26754	p 232 N85-2075/
Dimensionning and tests for verification and	Basic cryogenics and materials p.133 N86-20417 The NASA Langley 0.3 m transonic cryogenic tunnel	SATELLITE-BORNE RADAR
improvements p. 106 N85-15750 Prediction of transient temperatures for an air-cooled	p 134 N86-20428	Propagation effects in satellite-borne synthetic aperture radars p 202 N84-15650
rotating disc p 113 N86-29842	SAFETY DEVICES German development of a LC-flashblindness device	Earth resources research using the Shuttle Imaging
Simulation of flow and heat transfer in annular cavities between disks in turbomachinery p 116 N86-29855	p 224 N86-26820	Radar system p 235 N85-20779 Propagation effects on satellite-borne synthetic aperture
ROTATION	SAFETY FACTORS Development and application of new radiotrequency	radars p 182 N86-27539
Rotating heat transfer investigations on a multi-pass cooling geometry p 111 N86-29825	radiation safety standards p 180 N85-27137	SCALE EFFECT
cooling geometry p 111 N86-29825 ROTOR AERODYNAMICS	SALINITY	Practical solutions to simulation difficulties in subscale wind tunnel tests p 34 N84-23581
Technical evaluation report on the Fluid Dynamics Panel	VHF/UHF propagation studies on long over the horizon salt water radio paths p 162 N83-30887	Investigations into the effects of scale and
Specialists Meeting on Prediction of Aerodynamic Loads on Rotorcraft	SAMPLING	compressibility on lift and drag in the RAE 5m pressurized low-speed wind tunnel p 51 N85-16773
[AGARD-AR 189] p 75 N83-25682	Microprocessor implementation of fast-sampling direct digital flight-mode controllers p.1 N83-22096	SCALE MODELS
Estimated analysis of the aeroelastic behavior of tail rotors p.16 N84-11129	SANDWICH STRUCTURES	The 310 airbus test in the ONERA wind turinel
The role of aeroelasticity in the preliminary design of	Composite repair of aircraft structures	Flight-wind tunnel companison p 35 N84-23587 The accelerated light model technique of store
helicopter rotors p 16 N84-11130	p 156 N85-17059 SATELLITE ANTENNAS	separation as developed and used at British Aerospace.
The development of unsteady boundary layers on the rotor of an axial-flow turbine p.101 N84-16197	The Ferranti Tactical SHF SATCOM station	Brough p 37 N84-23597 Recycling conform design p 152 N84-33488
Aerodynamic computation method of airfoil cascades	(MANSAT) p 233 N85-20759 SATELLITE ATTITUDE CONTROL	SCALING LAWS
subjected to viscous flow p 102 N84-16198	An approa in to attitude control maneuvers which helps	Hazard assessment of a hypothetical large rocket motor p 60 N85-17042
Secondary flows and losses in a turbine cascade p 102 N84-16203	maintain orbit inclination p 140 N84-24618	SCANNERS
Compressor rotor aerodynamics p 103 N84-16210	Characterization of uncertainty for large space structure control problems p 140 N84-24619	Sensors Vision and tactile p 197 N86-19629
Experimental verification of an endwall boundary layer	Attitude control on large flexible spacecraft	SCATTER PROPAGATION Propagation constraints in the millimetre wavebands due
prediction method p 104 N84-16211 Helicopter Aeromechanics	p 140 N84-24620 Low authority control of flexible spacecraft via numerical	to precipitation scattering p 163 N83-30894
AGARD-LS-139 p 69 N85-28913	optimization p 140 N84-24621	Limits of the propagation medium with respect to digital signal transmission p 172 N85-19270
A survey of recent development in helicopter	Verification and validation techniques applied to the	Meteor scatter radio communication at high latitudes
aerodynamics p.70 N85-28915 Rotorcraft noise p.70 N85-28916	reconfigurable block SD satellite software p 141 N84-24626	p 186 N86-27564
Recent developments in the dynamics of advanced rotor	SATELLITE COMMUNICATION	Characteristics of high latitude meteor scatter propagation parameters over the 45 - 104 MHz band
systems p 70 N85-28917	Minimization of system vulnerability in Naval satellite communication networks p.232 N85-20758	p 186 N86 27565
Effect of film cooling on the aerodynamic performance of a turbine cascade p 116 N86-29859	SATELLITE DESIGN	SCATTERING Techniques for improving the reliability of mobile HF
ROTOR BLADES (TURBOMACHINERY)	UK Skynet 4 communications satellites p.232 N85-20757	communications over high-absorption paths
The development of unsteady boundary layers on the	SATELLITE IMAGERY	p 183 N86-27545 SCHLIEREN PHOTOGRAPHY
rotor of an axial-flow turbine p 101 N84-16197 Propeller and rotor noise testing in aeroacoustic wind	Development of satellite data presentation for	Wake-passing in a turbine rotor cascade
tunnels p 35 N84-23583	environmental forecasting p 234 N85-20770 Practical applications of satellite-derived meteorological	p 112 N86-29830 SCINTILLATION
In-flight evalution of LCF life consumption of critical rotor	and oceanographic data in Naval operations	Scintillation modelling and measurement. A tool for
components subjected to high transient thermal stress p 104 N85-15734	p 234 N85-20771 SATELLITE LIFETIME	remote-sensing slant paths p 163 N83-30898
A survey of recent development in helicopter	Spacecraft thermal control selection for seven years	Propagation effects in satellite-borne synthetic aperture radars p 202 N84-15650
aerodynamics p.70 N85-28915	Infetime in synchronous orbit p. 135 N83-30482. The role of onboard intelligence and of orbital servicing.	Recent HiLat results p 181 N86-27534
Dynamic stall of swept and unswept oscillating wings p 143 N86-27226	in the increase of satellite lifetime p 138 N84-24605	Total electron content and L-band amplitude and phase
A critical look at dynamic simulation of viscous flow	SATELLITE NAVIGATION SYSTEMS	scintillation measurements in the polar cap ionosphere p 181 N86-27535
p 143 N86-27230	The Global Positioning System (GPS) Program status update p 233 N85-20761	F layer irregularities at plasmapause and auroral
External heat transfer study on a HP turbine rotor blade p.111 N86-29s28	SATELLITE NETWORKS	latitudes p.181 N86-27537 Influence of ionospheric irregularity shape and velocity
Wake-passing in a turbine rotor cascade	a 30 deg slant-path p 163 N83 30899	on the design of airborne satellite communications
p 112 N86-29830	Interference rejection by auxiliary feeds in cassegrain	systems p 182 N86-27538
Effects of surface roughness on heat transfer to gas turbine blades p.112 N86-29832	Earth terminals p.165 N83-30908 The Global Positioning System (GPS) Program status	Propagation effects on satellite-borne synthetic aperture radars p 182 N86-27539
Effect of film cooling on the aerodynamic performance	update p 233 N85-20761	High-latitutde scintillations using NNSS satellites
of a turbine cascade p 116 N86-29859	GPS system field testing p 233 N85-20762	p 182 N86-27540
Aerodynamic effect of coolant ejection in the rear part of transonic rotor blades p.117 N86-29861	Coverage and buildup of the Navstar constellation p.233 N85-20+64	SCRAP Measures for materials conservation in aero-engine
The boundary layer behaviour of an advanced gas	Tactical applications of GPS user equipment	construction p 149 N84-33468
turbine rotor blade under the influence of simulated film	p 233 N85-20765 Combat capable space systems for tactical support	Towards a cycle without loss. Cobalt in the aircraft
cooling p 117 N86-29862 ROTORS	p 235 N85-20 75	industry p 149 N84-33469 SEA ICE
The development of unsteady boundary layers on the	SATELLITE OBSERVATION	Radar and infrared remote sensing of terrain water
rotor of an axial-flow turbine p 101 N84-16197	Ionospheric factors affecting the performance of HF sky-wave sea-state radars p 203 N84-15656	resources, arctic sea ice, and agriculture
Propeller and rotor noise testing in aeroacoustic wind tunnels p.35 N84-23583	SATELLITE ORBITS	p 202 N84 15651 SEA LEVEL
RUN TIME (COMPUTERS)	Interference rejection by auxiliary feeds in cassegrain Earth terminals p 165 N83-30908	Operational and Performance Measurement on Engines
Trends in computational capabilities for fluid dynamics	Multifunction spacecraft attitude estimation and	in Sea Level Test Facilities
p 63 NB5-25172 RUNWAY CONDITIONS	navigation system p 139 N84-24611	AGARD-LS-132 p 130 N84:25723 Operation and performance measurement on engines
Aircraft tests in the clearance program for the use of a	Optimizing the maneuvers of an observation satellite for rapid overflight of a precise point on Earth	in sea-level test facilities. Introduction and general
combat aircraft from a runway after damage repair	p 140 N84-24617	survey p 131 N84-25724
p 42 N84-34404 RUNWAYS	An approach to attitude control maneuvers which helps maintain orbit inclination p 140 N84-24618	Development testing Use of sea level test beds and ngs p 131 N64-25726
Aircraft operations from airfields with special	Tactical military communications by satellite relay at high	Instrumentation techniques in sea level test facilities
unconventional characteristics p 29 N84-15085	latitudes p 232 N85-20756	p 131 N84-25727

		_
Performance derivation of turbojets and turbofans from	SENSORS	Tropospheric propagation assessment
tests in sea-level test cells p 131 N84-25728	A diagnosis scheme for sensors of a flight control system	p 171 N84-24965
Data acquisition and processing in sea level test beds	using analytic redundancy p 19 N84-12067	SHOCK (PHYSIOLOGY)
p 132 N84-25730	Guidance and Control Techniques for Advanced Space	Hazards of VLF electromagnetic fields
SEA STATES	Vehicles	p 180 N85 27136
A review of propagation and scattering factors in	[AGARD-CP-350] p 137 N84-24603	SHOCK TESTS
remote-sensing and ship-tracking by HF radar	A filtered attitude determination system for spacecraft	Sensitivity tests for solid propellants in Germany
ρ 203 N84-15655	measurement and control p 139 N84-24612	p 58 N85-17028
ionospheric factors affecting the performance of HF	SENSORY DEPRIVATION	SHOCK TUBES
sky-wave sea-state radars p 203 N84-15656	G-induced Loss of Consciousness (GLC)	Two spot laser velocimeter measurements of velocity
The Canadian programme of experimental measurement	p 221 N85-31823	and turbulence intensity in shock tube driven turbine
of sea-state characteristics by sky wave radar	SENSORY FEEDBACK	flows p 115 N86-29853
p 203 N84-15657	Sensory feedback structures in robotics	SHOCK WAVE CONTROL
Automatic electron density profiles from digital	p 198 N86-19633	Design of transonic compressor cascades for minimal
ionograms p 204 N84-15659	SENSORY PERCEPTION	shock losses and comparison with test results
Multifrequency scattering for target characterization and	Susceptability to kinetoses and the amplitude perceived	p 101 N84-16192
identification. A summary of recent results	from sensory illusions p 215 N85-20651 Reinterpretation of otolith input as a primary factor in	SHOCK WAVE INTERACTION
p 204 N84-15663		Interaction between a shock-wave and a vortex flow
Remote sensing of atmospheric pressure and sea state		p 76 N84-12104
from satellites using short-pulse multicolor laser	SEPARATED FLOW	F
altimeters p 206 N84-15674	On issues concerning flow separation and vortical flows	A coupling method for the inverse mode calculation of
SEA WATER	in three dimensions p 75 N84-12100	transonic internal flows with a shock wave
In situ characterization of seawater using a computenzed	The vortex skeleton model for three-dimensional steady	p 101 N84-16194
suite of optical instruments p 206 N84-15675	flows p 76 N84-12101	An experimental method for analyzing shock-boundary
SECONDARY FLOW	Separation and vortical-type flow around a prolate	layer interactions in cascades p 101 N84-16195
Secondary flows and losses in a turbine cascade	spheroid: Evaluation of relevant parameters	Shock/turbulent boundary layer interaction and its
p 102 N84-16203	p 77 N84-12113	control p 53 N85-16792
Secondary instability of shear flows	Viscous three-dimensional flow separations from	Oblique shock wave-turbulent boundary layer interaction
p 194 N84-33763	high-wing propeller-turbine nacelle models	on a porous wall with suction p 54 N85-16794
Theory and experimental study of a 3-D jet introduced	p 78 N84-12115	Active and passive shock/boundary layer interaction
into the secondary flow of a turbine inlet guide vane	Practical solutions to simulation difficulties in subscale	control on supercritical airfoils p 54 N85-16795
p 116 N86-29860	wind tunnel tests p 34 N84-23581	Transonic shock interaction with a tangentially-injected
SELECTIVE DISSEMINATION OF INFORMATION	Turbulent bubbles behind airfoils and wings at high angle	turbulent boundary layer p 54 N85-16796
Benefits to industry (of coordinated defence/aerospace	of attack p 52 N85-16779	SHOCK WAVE PROPAGATION
information structure) p 240 N83-31540	Calculation of unsteady transonic separated flows by	Formulation of the Euler boundary value problem
The Application of New Technologies to Improve the	viscous-inviscid interaction p 64 N85-25178	p 82 N86-15258
Delivery of Aerospace and Defence Information	Problems and opportunities with three-dimensional	SHOCK WAVES
[AGARD-CP-357] p 242 N84-21425	boundary layers aircraft, missile, and ship	
Sharing command languages and software	components p 195 N85-25789	Shock/turbulent boundary layer interaction and its
p 243 N84-21428	Two-dimensional turbulent separated flow	control p 53 N85-16792
Word processors in aerospace/defense information	[AGARD-AG-287-VOL-1] p 85 N86-19300	Active and passive shock/boundary layer interaction
services. Use of distributed information systems by the	A self-organising control system for non-linear aircraft	control on supercritical airfoils p 54 N85-16795
Office of the Secretary of Defense p 243 N84-21429	dynamics p 147 N86-27258	Transonic shock interaction with a tangentially-injected
Scientific numeric databases p 243 N84-21430	SEQUENCING	furbulent boundary layer p 54 N85-16796
Management of aerospace contract documentation by	MASCOT developments to improve software structure	Analysis of Deflagration to Shock to Detonation
industry and government p 243 N84-21434	and integrity p 4 N83-22115	Transition (DSDT) in porous energetic solid propellants
SELECTIVE FADING	The computer aided specification system Easy	p 59 N85-17030
Effect of leap length on the quality of large capacity	p 5 N83-22121	Numerical simulation of the shock detonation
numerical linkages p 170 N84-24954	The evolutive state A new definition of system state	transition p 60 N85-17039
Digital data communications over microwave radio	to include sequencing of events p 66 N85-26643 SERVICE LIFE	Shock and impact response of solid rocket propellants
channels p 173 N85-19272		Experimental and theoretical p 60 N85-17040
Theoretical study of a dynamic simulator of selective	Structural flight load measurement demonstration of structural integrity p 45 N85-15670	Numerical studies of unsteady transonic flow over
fading for digital, wireless beam microwave links	structural integrity p 45 N85-15670 CF-5 vertical stabilizer flight load survey	oscillating airtoil p 63 N85-25174
p 176 N85-19294	p 46 N85-15673	The boundary layer behaviour of an advanced gas
SELF ADAPTIVE CONTROL SYSTEMS	US Army helicopter operational flight loads	turbine rotor blade under the influence of simulated film
Error correction coding for a self-adaptive modem	p 46 N85-15675	cooling p 117 N86-29862
Theoretical and experimental results	Helicopter data acquisition in WHL p 46 N85-15676	SHORT HAUL AIRCRAFT
p 178 N85-19303	Statistical analysis of spin pit failure data to predict	
Technical evaluation report on the Flight Mechanics	inservice B 1 lives of gas turbine disks	Transonic flutter clearance for a supercritical transport aircraft in the preliminary stage p 15 N84-11121
Symposium on Active Control Systems Review,	p 110 N86-25377	
Evaluation and Projections	An analysis of rigitest disc failures	SHORT TAKEOFF AIRCRAFT
[AGARD-AR-220] p 121 N85-26730	p 110 N86-25381	Aircraft operations from airfields with special
SEMICIRCULAR CANALS	Contribution of turbine blade tervice failures to a damage	unconventional characteristics p 29 N84-15085
An unusual toxicological property of alcohol. The density	tolerance approach p 110 N86-25382	The use of pressure sensing taps on the aircraft wing
effect on the organ of balance p 214 N84-33016	Practical experience with damage tolerance based life	as sensor for flight control systems p 69 N85-26660
SEMICONDUCTOR DEVICES	extention of turbine engine components	The STOL and maneuver technology program integrated
Recent developments in the measurement of	p 111 N86-25383	control system p 124 N85-26757
time-dependent pressures p 37 N84-23601	, , , , , , , , , , , , , , , , , , , ,	The STOL and maneuver technology program integrated
Optically nonlinear and bistable behaviour of direct gap	Image intensifiers. Past and present	control system development p 128 N85-27910
semiconductors p 236 N85-29759	p 222 N86-26803	SHROUDS
The potential of semiconductors for optical integrated	SERVOCONTROL	Shroud segments for unshrouded blade turbines
circuits p 238 N85-29768	Hydraulic generation of auxilliary power for the Mirage	p 112 N86-29835
The Impact of Very High Performance Integrated Circuits	2000 aircraft p 99 N84-12176	SHUTTLE IMAGING RADAR
on Radar Guidance and Avionics Systems	The MiRAGE 2000. Fly by wire control and safety	Earth resources research using the Shuttle Imaging
[AGARD-CP-380] p 187 N86-28337	p.30 N84-15093	Radur system p 235 N85-20779
VHPIC and the UK Alvey Programme	SHAPE CONTROL	SIDEBANDS
p 187 N86-28339	A decentralized active control system for a large flexible	Effects of nonlinear loads on antennas and scatterers
Bipolar VLSI technology p 187 N86-28340	structure in space p 140 N84-24622	p 168 NB4-12376
The future of bipolar technology for avionics	SHARP LEADING EDGES	SIGNAL ANALYSIS
p 187 N86-28341	An experimental investigation of the vortex flow over	Analysis, synthesis and transmission of speech signals
High leverage GaAs integrated circuits for military		
au atoma	delta and double-delta wings at low speed	p 165 N83-34182
systems p 187 N86-28343		p 165 N83-34182 Techniques for automatic speech recognition
The impact of VLSI on integrated circuit radiation	delta and double-delta wings at low speed	Techniques for automatic speech recognition p 165 N83-34183
The impact of VLSI on integrated circuit radiation hardness p 188 N86-28345	delta and double-delta wings at low speed p.76 N84-12106	Techniques for automatic speech recognition p.165 N83:34183 Digital correlation processors for
The impact of VLSI on integrated circuit radiation hardness p 188 N86-28345 Hardware and architecture design of VLSI systems	delta and double-delta wings at low speed p.76 N84-12106 SHEAR FLOW	Techniques for automatic speech recognition p 165 N83:34:183 Digital correlation processors for spread-spectrum-communication-systems
The impact of VLSI on integrated circuit radiation hardness p. 188 N86-28345 Hardware and architecture design of VLSI systems p. 188 N86-28346	delta and double-delta wings at low speed p.76 N84-12106 SHEAR FLOW Special Course on Stability and Transition of Laminar	Techniques for automatic speech recognition p 165 N83 34183 Digital correlation processors for spread spectrum-communication-systems p 189 N86-28350
The impact of VLS) on integrated circuit radiation hardness p 188 N86-28345 Hardware and architecture design of VLSI systems p 188 N86-28346 Galkum Arsenide water scale integration	delta and double-delta wings at low speed p. 76 N84-12106 SHEAR FLOW Special Course on Stability and Transition of Laminar Flow	Techniques for automatic speech recognition p 165 N83 34183 Digital correlation processors for spread spectrum-communication-systems p 189 N86-28350 SIGNAL DISTORTION
The impact of VLSI on integrated circuit radiation hardness p. 188 N86-28345 Hardware and architecture design of VLSI systems p. 188 N86-28346 Galkum Arsenide water scale integration p. 188 N86-28349	delta and double-delta wings at low speed p.76. N84-12106. SHEAR FLOW Special Course on Stability and Transition of Laminar Flow {AGARO R-709} p. 193. N84-33757	Techniques for automatic speech recognition p 165 NB3 34183 Digital correlation processors for spread spectrum-communication-systems p 189 NB6-28350 SIGNAL DISTORTION Fundamental limitations caused by RF propagation
The impact of VLSI on integrated circuit radiation hardness p. 188 N86-28345 Hardware and architecture design of VLSI systems p. 188 N86-28346 Galkium Arsenide water scale integration p. 188 N86-28349 SEIMCONDUCTORS (MATERIALS)	delta and double-delta wings at low speed p.76 N84-12106 SHEAR FLOW Special Course on Stability and Transition of Laminar Flow [AGARD R-709] p.193 N84-33757 Secondary instability of shear flows p.194 N84-33763	Techniques for automatic speech recognition p 165 N83:34183 Digital correlation processors for spread spectrum-communication-systems p 189 N86-28350 SIGNAL DISTORTION Propagation p 160 N83:30874
The impact of VLS) on integrated circuit radiation p 188 N86-28345 Hardware and architecture design of VLSI systems p 188 N86-28346 Galkum Arsenide water scale integration p 188 N86-28349 SEMCONDUCTORS (MATERIALS) Light emitting diodes p 96 N83-30419	delta and double-delta wings at low speed p.76. N84-12106. SMEAR FLOW. Special Course on Stability and Transition of Laminar Flow. [AGARD-R-705]. p. 193. N84-33757. Secondary instability of shear flows. p. 194. N84-33763. Three-dimensional boundary layers and shear flows.	Techniques for automatic speech recognition p 165 N83:34183 Digital correlation processors for spread spectrum-communication-systems p 189 N86-28350 SIGNAL DISTORTION Fundamental limitations caused by RF propagation p 160 N83:30874 Anomalous propagation behavior of radio signals at high
The impact of VLSI on integrated circuit radiation hardness p. 188 N86-28345 Hardware and architecture design of VLSI systems p. 188 N86-28346 Gallium Arsenide water scale integration p. 188 N86-28349 SEMICONDUCTORS (MATERIALS) Light emitting diodes p. 96 N83-30419 The impact of VLSI on guidance and control system	delta and double-delta wings at low speed p.76. N84-12106 SHEAR FLOW Special Course on Stability and Transition of Laminar Flow [AGARO.R-705] p.193. N84-33757 Secondary instability of shear flows p.194. N84-33763 Three-dimensional boundary layers and shear flows activities at ONERA/CERT p.194. N85-25785	Techniques for automatic speech recognition p 165 N83 34183 Digital correlation processors for spread spectrum-communication-systems p 189 N86-28350 SIGNAL DISTORTION Fundamental limitations caused by RF propagation p 160 N83 30874 Anomalous propagation behavior of radio signals at high latitudes p 161 N83 30882
The impact of VLS) on integrated circuit radiation plass. N86-28345 Hardware and architecture design of VLSI systems plass. N86-28346 Galkum Arsenide water scale integration plass. N86-28349 SEMICONDUCTORS (MATERIALS) Light emitting diodes p96 N83-30419 The impact of VLSI on guidance and control system design p88 N85-28654	delta and double-delta wings at low speed p.76 N84-12106 SHEAR FLOW Special Course on Stability and Transition of Laminar Flow [AGARD-R-709] p. 193 N84-33757 Secondary instability of shear flows p. 194 N84-33763 Three-dimensional boundary layers and shear flows activities at ONERA/CERT p. 194 N85-25785 SHEAR LAYERS	Techniques for automatic speech recognition p. 165 N83 34183 Digital correlation processors for spread spectrum-communication-systems p. 189 N86-28350 SIGNAL DISTORTION Fundamental limitations caused by RF propagation p. 160 N83-30874 Anomalous propagation behavior of radio signals at high latitudes p. 161 N83-30882 System aspects of clear air propagation above 40
The impact of VLSI on integrated circuit radiation hardness p. 188 N86-28345 Hardware and architecture design of VLSI systems p. 188 N86-28346 Galkum Arsenide water scale integration p. 188 N86-28349 SEMICONDUCTORS (MATERIALS) Light emitting diodes p. 96 N83-30419 The impact of VLSI on guidance and control system design p. 68 N85-28654 The potential of semiconductors for optical integrated.	delta and double-delta wings at low speed p.76. N84-12106 SHEAR FLOW Special Course on Stability and Transition of Laminar Flow [AGARO.R-705] p.193. N84-33757 Secondary instability of shear flows p.194. N84-33763 Three-dimensional boundary layers and shear flows activities at ONERA/CERT p.194. N85-25785	Techniques for automatic speech recognition p 165 N83 34183 Digital correlation processors for spread spectrum-communication-systems SIGNAL DISTORTION Fundamental limitations caused by RF propagation p 160 N83 30874 Anomalous propagation behavior of radio signals at high latitudes p 161 N83 30882 System aspects of clear air propagation above 40 GHz GHz
The impact of VLSI on integrated circuit radiation hardness p. 188 N86-28345 Hardware and architecture design of VLSI systems p. 188 N86-28346 Galkum Arsenide water scale integration p. 188 N86-28349 SEMICONDUCTORS (MATERIALS) Light emitting diodes p. 96 N83-30419 The impact of VLSI on guidance and control system design p. 68 N85-28654 The potential of semiconductors for optical integrated.	delta and double-delta wings at low speed p.76. N84-12106 SHEAR FLOW Special Course on Stability and Transition of Laminar Flow [AGARO.R-705] p.193. N84-33757 Secondary instability of shear flows p.194. N84-33763 Three-dimensional boundary layers and shear flows activities at ONERA/CERT p.194. N85-25785 SHEAR LAYERS Modelling circulation control by blowing airfolis.	Techniques for automatic speech recognition p 165 N83:34183 processors for spread spectrum-communication-systems p 189 N86-28350 SIGNAL DISTORTION Fundamental limitations caused by RF propagation p 160 N83:30874 Anomalous propagation behavior of radio signals at high latitudes p 161 N83:30882 System aspects of clear air propagation above 40 GHz p 162 N83:30883 interaction of antennas with masts under special
The impact of VLSI on integrated circuit radiation partness p. 188 N86-28345 Hardware and architecture design of VLSI systems p. 188 N86-28346 Galkum Arsenide water scale integration p. 188 N86-28349 SEMICONDUCTORS (MATERIALS) Light emitting diodes p. 96 N83-30419 The impact of VLSI on guidance and control system design. p. 68 N85-26654 The potential of semiconductors for optical integrated circuits SEMISTITIVITY	delta and double-delta wings at low speed p.76. N84-12106 SHEAR FLOW Special Course on Stability and Transition of Laminar Flow {AGARO.R-7091 p. 193. N84-33757 Secondary instability of shear flows p. 194. N84-33763 Three-dimensional boundary layers and shear flows activities at ONERA/CERT p. 194. N85-25785 SHEAR LAYERS Modelling circulation control by blowing - airfolis p. 51. N85-16778 SHIPS	Techniques for automatic speech recognition p 165 N83 34183 Digital correlation processors for spread spectrum-communication-systems p 189 N86-28350 SIGNAL DISTORTION Fundamental limitations caused by RF propagation p 160 N83 30874 Anomalous propagation behavior of radio signals at high latitudes p 161 N83 30882 System aspects of clear air propagation above 40 GHz p 162 N83-30893 consideration of antennas with masts under special consideration of the sensitivity and nonknear effects in
The impact of VLSI on integrated circuit radiation hardness — 188 N86-2845 Hardware and architecture design of VLSI systems — 188 N86-28346 N86-28346 N86-28349 N86-283654 N86-28349 N86-283654 N86-2836654 N86-28368 N8	delta and double-delta wings at low speed p.76. N84-12106 SHEAR FLOW Special Course on Stability and Transition of Laminar Flow [AGARO.R-705] p.193. N84-33757 Secondary instability of shear flows p.194. N84-33763 Three-dimensional boundary layers and shear flows activities at ONERA/CERT p.194. N85-25785 SHEAR LAYERS Modelling circulation control by blowing airfolis p.51. N85-16778 SHIPS Interaction of antennas with masts under special	Techniques for automatic speech recognition p 165 N83 34183 Digital correlation processors for spread spectrum-communication-systems p 189 N86-28350 SIGNAL DISTORTION Fundamental limitations caused by RF propagation p 160 N83-30874 Anomalous propagation behavior of radio signals at high lalitudes p 161 N83-30882 System aspects of clear air propagation above 40 GHz Interaction of antennas with masts under special consideration of the sensitivity and nonlinear effects in ship borne receiving systems p 167 N84-12371
The impact of VLS) on integrated circuit radiation hardness p 188 N86-28345 Hardware and architecture design of VLSI systems p 188 N86-28346 Galkum Arsenide water scale integration p 188 N86-28349 SEMICONDUCTORIS (MATERIALS) Light emitting diodes p 96 N83-30419 The impact of VLSI on guidance and control system p 68 N85-26546 The potential of semiconductors for optical integrated circuits p 238 N85-29768 SEMISTRITY Computer visual simulation of contrast sensitivity deficits induced by laser and chemical ambidite exposure	delta and double-delta wings at low speed p.76. N84-12106 SHEAR FLOW Special Course on Stability and Transition of Laminar Flow [AGARD-R-709] p. 193. N84-33757 Secondary instability of shear flows p. 194. N84-33763 Three-dimensional boundary layers and shear flows activities at ONERA/CERT p. 194. N85-25785 SHEAR LAYERS Modelling circulation control by blowing - airfolis p.51. N85-16778 SHIPS Interaction of antennas with masts under special consideration of the sensitivity and nonlinear effects in	Techniques for automatic speech recognition p 165 N83:34183 Digital correlation processors for spread spectrum-communication-systems p 189 N86-28350 SIGNAL DISTORTION Fundamental limitations caused by RF propagation p 160 N83:30874 Anomalious propagation behavior of radio signals at high latitudes p 161 N83:30882 System aspects of clear air propagation above 40 GHz p 162 N83:30883 Interaction of antennas with masts under special consideration of the sensitivity and nonlinear effects in ship borne receiving systems p 167 N84-12371 Digital data communications over microwere radio
The impact of VLS) on integrated circuit radiation hardness p 188 N86-28345 Hardware and architecture design of VLSI systems p 188 N86-28346 Galkum Arsenide water scale integration p 188 N86-28349 SEMICONDUCTORS (MATERIALS) Light emitting diodes p 96 N83-30419 The impact of VLSI on guidance and control system p 68 N85-26654 The potential of semiconductors for optical integrated circuits SEMISTRITITY Computer visual simulation of contrast sensitivity deficits induced by laser and chemical ambidite exposure p 223 N86-26613 SENSORIMOTOR PERFORMANCE	delta and double-delta wings at low speed p.76. N84-12106 SMEAR FLOW Special Course on Stability and Transition of Laminar Flow {AGARO.R-7091 p.193. N84-33757. Secondary instability of shear flows p.194. N84-33763. Three-dimensional boundary layers and shear flows activities at ONERA/CERT p.194. N85-25785. SHEAR LAYERS Modelling circulation control by blowing artfolis p.51. N85-16778. SHIPS Interaction of antennas with masts under special consideration of the sensitivity and nonlinear effects in ship borne receiving systems. p.167. N84-12371.	Techniques for automatic speech recognition p 165 N83 34183 Digital correlation processors for spread spectrum-communication-systems p 189 N86-28350 SIGNAL DISTORTION Fundamental limitations caused by RF propagation p 160 N83-30874 Anomalous propagation behavior of radio signals at high latitudes p 161 N83-30882 System aspects of clear air propagation above 40 GHz Interaction of antennas with masts under special consideration of the sensitivity and nonlinear effects in ship borne receiving systems p 167 N84-12371 Digital data communications over microwaver adoctanness p 173 N85-19272
The impact of VLSI on integrated circuit radiation hardness p. 188 N86-28345 Hardware and architecture design of VLSI systems p. 188 N86-28346 N86-28346 Salkum Arsenide water scale integration p. 188 N86-28349 SEMICONDUCTORS (MATERIALS) Light emitting diodes p. 96 N83-30419 The impact of VLSI on guidance and control system design p. 68 N85-28654 The potential of semiconductors for optical integrated circuits p. 238 N85-29768 SENIGHTIVITY Computer visual simulation of contrast seniativity deficits induced by laser and chemical antidote exposure p. 223 N86-28613	delta and double-delta wings at low speed p.76 N84-12106 SHEAR FLOW Special Course on Stability and Transition of Laminar Flow [AGARD R.705] p.193 N84-33757 Secondary instability of shear flows: p.194 N84-33763 Three-dimensional boundary layers and shear flows activities at ONERA/CERT p.194 N85-25785 SHEAR LAYERS Modelling circulation control by blowing - airfoils p.51 N85-16778 SHIPS Interaction of antennas with masts under special consideration of the sensitivity and nonlinear effects in ship borne receiving systems p.187 N84-12371 A review of propagation and acattering factors in	Techniques for automatic speech recognition p 165 N83:34183 processors for spread spectrum-communication-systems p 189 N86-28350 SIGNAL DISTORTION Fundamental limitations caused by RF propagation p 160 N83:30874 Anomalous propagation behavior of radio signals at high latitudes p 161 N83:30882 System aspects of clear air propagation above 40 GHz p 162 N83:30882 interaction of antennas with masts under special consideration of the sensitivity and nonlinear effects in ship borne receiving systems p 167 N84-12371 Digital data communications over microwave radio channets propagation experimental results on protection protectin protection protection protection protection protection protecti
The impact of VLS) on integrated circuit radiation hardness p 188 N86-28345 Hardware and architecture design of VLSI systems p 188 N86-28346 Galkum Arsenide water scale integration p 188 N86-28349 SEMICONDUCTORS (MATERIALS) Light emitting diodes p 96 N83-30419 The impact of VLSI on guidance and control system p 68 N85-26654 The potential of semiconductors for optical integrated circuits SEMISTRITITY Computer visual simulation of contrast sensitivity deficits induced by laser and chemical ambidite exposure p 223 N86-26613 SENSORIMOTOR PERFORMANCE	delta and double-delta wings at low speed p.76. N84-12106 SMEAR FLOW Special Course on Stability and Transition of Laminar Flow {AGARO.R-7091 p.193. N84-33757. Secondary instability of shear flows p.194. N84-33763. Three-dimensional boundary layers and shear flows activities at ONERA/CERT p.194. N85-25785. SHEAR LAYERS Modelling circulation control by blowing artfolis p.51. N85-16778. SHIPS Interaction of antennas with masts under special consideration of the sensitivity and nonlinear effects in ship borne receiving systems. p.167. N84-12371.	Techniques for automatic speech recognition p 165 N83 34183 Digital correlation processors for spread spectrum-communication-systems p 189 N86-28350 SIGNAL DISTORTION Fundamental limitations caused by RF propagation p 160 N83-30874 Anomalous propagation behavior of radio signals at high latitudes p 161 N83-30882 System aspects of clear air propagation above 40 GHz Interaction of antennas with masts under special consideration of the sensitivity and nonlinear effects in ship borne receiving systems p 167 N84-12371 Digital data communications over microwaver adoctanness p 173 N85-19272

SIGNAL FADING SUBJECT INDEX

SIGNAL FADING Prediction of multipath fading on terrestrial microwave	Speech Processing [AGARD-LS-129]	p 165 N83-34179	Wear reduction by lubricants	in confined contacts p. 94 N85-23786
links at frequencies of 11 GHz and greater	The speech signal	p 165 N83-34181	SLIPSTREAMS	p 94 1403-23700
p 170 N84-24953	Analysis, synthesis and transi		A review of ARA research in	nto propeller aerodynamic
Multipath outage performance of digital radio receivers		p 165 N83-34182	prediction methods	p 71 N86 11151
using finite-tap adaptive equalizers p 170 N84-24955 Spherical propagation models for multipath-propagation	Multiple paths on the ocean s		Wind tunnel investigation of t slipstream with nacelle/wing/fla	
predictions p 170 N84-24956	1- 41-14	p 205 N84-15666	sipsificant and raceille aring in	p 73 N86 11166
A technical solution to fadings in factical safellite digital	In-flight accuracy and cover ECM-systems	erage tests of ESM- and p.43 N84-34412	An asymptotic theory for the in	
transmissions p 177 N85-19297	SILICON	p 43 1464:34412	ratio swept wings and multiple	
Fast data and voice transmission for mobile services with high immunity against multipath and co-channel	The Impact of Very High Perto		SLOTS	p 73 N86 11167
interference p 178 N85-19306	on Radar, Guidance and Avioni		Disturbances from ventilate	d tunnel walls in aerofoil
Effective millimeter wave transmission under severe	AGARD-CP-380 VHPIC and the UK Alvey Pro	p 187 N86-28337	testing	p 33 N84 23573
multipath conditions p 178 N85-19308	THE BUILD WE ON MILEY FIE	p 187 N86-28339	SLOTTED WIND TUNNELS	
High-latitutde scintillations using NNSS satellites p 182 N86-27540	Monolithic silicon bipolar	circuits for gigabit	Disturbances from ventilated testing	tunnel walls in aerofoil p.33 N84-23573
E H F propagation measurements along satellite-Earth	applications	p 187 N86-28342	SOFTWARE ENGINEERING	p 33 (da 233/3
paths in the Canadian High Arctic p 182 N86-27542	A high performance chip set impulse response filter	p 189 N86-28351	Towards a modularity of so	oftware conceived for the
Effects of the ionosphere on ELF signals during polar	SILICON CARBIDES	p 109 1460-26331	requirement of the user	p 22 NB4-15040
cap absorption events Comparison of theory and experiments p 186 N86-27562	Ceramic heat exchangers to	r gas turbines or turbojet	CASCADE A design enviru systems	onment for future avionic p 25 N84-15057
SIGNAL FADING RATE	engines	p 116 N86-29858	Certifying onboard softwa	
Effect of leap length on the quality of large capacity	SIMULATION Correlation problems between	n flutter flight test data and	approach	p 141 N84-24625
numerical linkages p 170 N84-24954	ground tests/calculation results		Application of advanced	
SIGNAL PROCESSING Overview of frequency sharing p 160 N83-30876	aircraft	p 12 N83-30379	methods for flight flutter data	
Occupancy measurements across the entire HF	Numerical simulation of vo		to current techniques Built-in-test for first line testii	p 41 N84-34401 ng p 48 N85-16739
spectrum p 164 N83-30902	vortex filament method	p 79 N84-12126	Functional built-in-test in a p	
Advances in airborne radar. The new capabilities	LOS microwave channel simu realizations and new concepts	p 176 N85-19291		p 48 N85-16740
p 13 N83-34894	Air combat simulation Meth		The production of mainta	
Analytic redundance management for flight control sensors p.14 N83-34900		p 62 N85-22359	portable software Documentation and separate	p 49 N85-16744
Towards the functional partitioning of highly integrated.	Flight testing and developme		is most important for test/mair	
fault tolerant avionics signal processors	flight control system	p 122 N85-26743		p 49 N85-16745
p 24 N84-15047	The evolution of ACS for simulation studies to preliminar		Effective life cycle software s	
Real time flight test conduction and monitoring p.43 N84-34414	5	p 125 N85-27890	and versatility	p 49 N85-16746
Adaptive signal processing for radio communications	SIMULATORS		Experience in using on-ai integrated systems	p 49 N85-16747
p 176 N85-19295	Survey of missile simulation	on and flight mechanics	Software testing in an Ada p	
Time and space domain filtering for improved HF	facilities in NATO AD-A128440	p 130 N83-29276		p 49 N85-16748
communication p 177 N85-19298	New TPS calibration bench		Active control technology: F	
Overview of RADC adaptive antenna developments for communications p 177 N85-19299	tunnel turbines and powered m		Fault Tolerant Hardware/Sof	p 121 N85 26731
Asynchronous transmission with strong spectral	A simulator for studying helic		Critical Function	twate Architecture for Filgri
spread p 177 N85-19300	An H.F. simulator for use	p 57 N85-16816	AGARD LS-143	p 128 N86-20399
Effective millimeter wave transmission under severe	evaluation systems	p 176 N85-19293	SOFTWARE TOOLS	
multipath conditions p 178 N85-19308 Condition monitoring of helicopter gearboxes using	Theoretical study of a dyna		Software for Avionics (AD-A127131)	p.4 N83 22112
automatic vibration analysis techniques	fading for digital, wireless bean		Avionic software design	p.4 N83 22113
p 95 N85 23790	01D10 04TE1 1 1TE	p 176 N85-19294	Practical considerations	
The impact of VLSI on guidance and control system	SIRIO SATELLITE The European Space Age	ancille Earth observation	requirements analysis technique	
design p 68 N85-26654	satellite programmes	p 202 N84 1564?	The impact of standardization	
Digital Optical Circuit Technology [AGARD-CP-362] p.236 N85-29757	SKEWNESS	•	The use of bush arder lang.	p.5. NB3 22122
Prospects for parallel nonlinear optical signal processing	Effects of a skewed inlet er		The use of high order langu	p 5 N83 2212h
using GaAs etalons and ZnS interference filters	the 3-D flow field in an annular	turbine cascade b 102 N84-16202	Software design and develo	pment using MASCOT
p 237 N85-29765	SKIN FRICTION	p 102 1984 16202	_	p.6 N83-22121
Multiport optical detectors p 238 N85-29769 Optical techniques for signal distribution and control in	Transonic airfoil developmen	p 20 N84 120 16	The interactive generation onboard software series (GISE	
advanced radar and communication systems	Full scale experiments into the		SOLAR ACTIVITY EFFECTS	LE) p 127 N85 2 1406
p 238 N85-29773	devices for drag reduction on a	airctaff p.53 N85 16*90	Solar terrestrial relationships	s in the high latitude region.
High-latitutde scintiliations using NNSS satellites	SKY WAVES nterference and sharing at m	redium transiency. Skywaya		p 181 N86-27532
p 182 N86-27540	propagation considerations	p 161 N83 30880	Propagation characteristi	
VHSIC today and tomorrow p.187 N86-28338 VHPIC and the UK Alvey Programme	Signal and noise variability i	in high frequency skywave	skywave signals from the co- received at Fairbanks, Alasku	ntinental US and Canada p 183 N86-27546
p 187 N86 28339	radio-service planning	p 161 N83-30881	Progress in modelling the p	
The future of bipolar technology for avionics	Anomalous propagation beha latitudes	avior of radio signals at high p. 161 - N8J 30882	and magnetosphere paramete	
p 187 N86-28341	SKYNET SATELLITES	p 161 1463 30662	Conductivity profiles of the	
Hardware and architecture design of VLSI systems p.188 N86-28346	UK Skynet 4 communication	is satellites	from VLF reflection data	p 186 N86 27560
Digital correlation processors for		p 232 N85-20757	SOLAR ARRAYS	
spread-spectrum-communication-systems	SLEEP		Testing of flexible deployed	solar array (L.SAT) p.137 NB3 30493
p 189 N86-28350	Variations in states of afer operations at the control post		SOLAR CELLS	b (3) Mg3 30493
A high performance chip set implementation of a finite impulse response filter p. 189 N86-28351	Sleep and wake physiology		Silicon solar cell characteri	zation at low temperatures
Mil-DAP Its architecture and role as a real time airborne		p 221 N85 31814	and low illumination as a	function of particulate
digital signal processor p 190 N86-28359	SLEEP DEPRIVATION		irradiation	p 137 N83-30491
A distributed array signal processor with fault tolerance	Sleep and wakefulness ha officers	andbook for flight medical	SOLAR CYCLES	
attributes p 190 N86-28360	AGARD-AG-270(FR)	p 207 N84-15788	Influence of ionospheric irre	
A revolutionary design method for VLSI signal processors p.190 N86-28361	The effects of sleep loss at		on the design of airborne systems	p 182 N86-275 49
Advanced signal processing technology for future radar	Implications for command and		SOLAR POWER SATELLITES	
systems p 192 N86-28368	Comp. and a comparable	p 208 N84 21069	Low authority control of flexil	ble spacecraft via numerica-
An integrated approach toward recognizing, locating and	Some issues in research or and sleep loss on performance		optimization	p 140 NB4-24621
combating targets from a modern interceptor aircraft p 192 N86-28370	Hypnotics and air operations		SOLAR PROTONS	
SIGNAL RECEPTION	Sustained military operation	s with particular reference	Conductivity profiles of the from VLF reflection data	p 186 N86-27560
In-flight accuracy and coverage tests of ESM- and	to prolonged exercise	p 210 N84 21081	SOLAR WIND VELOCITY	p - oc - 1400 g - 300
ECM-systems p 43 N84-34412	SLENDER BODIES Vortical flow management	for improved continuation	Solar-terrestrial relationship	s in the high latitude region
SIGNAL TO NOISE RATIOS	aerodynamics Recent experie			p 181 N86 27532
Signal and noise variability in high frequency skywave radio-service planning p 161 N83-30881	SLENDER WINGS		SOLID LUBRICANTS	
Techniques for improving the reliability of mobile HF	Some measurements of but		Wear reduction by lubricant	
communications over high-absorption paths	a typical strike aircraft Transcour whose and far field	p 11 N93-30370	SOLID PROPELLANT COMBUS	p 94 N85-23786
p 183 N86-27545	Transonic wing and far field ratio transport wing for three		Analysis of Deflagration	
SIGNAL TRANSMISSION	method evaluation	p 81 N85-10021	Transition (DSDT) in porous e	
VHF/UHF propagation studies on long over the horizon	SLIDING FRICTION			p 59 N85-17030
salt water radio paths p 162 N83-30887	Significant parameters of the		SOLID PROPELLANT IGNITION	
Long term cross-polar statistics at 12 and 14 GHz on a 30 deg slant-path p 163 N83-30899	damage of the lubricated Hertz to gears	tian contact. An application p.94. N85-23783	The vulnerability of cast do thermomechanical attack	uble base rocket motors to p 59 N85-17033
р 103 1403-300аа	· · · · · · · · · · · · · · · · · · ·	P 24 1402-23/63	mentionechamical attack	P 28 (192-17033

Guidance and Control Techniques for Advanced Space

p 137 NB4-24603

IAGARD-CP-3501

p 136 N83-30489

p 136 N83-30490

p 137 N83 30495

p 137 N84 24603

p 138 N84-24604

p 138 N84 24608

p 139 N84 24613

p 235 N85-20775

p 139 N84-24616

p 218 N85,31805

p 137 N84-24603

p 139 N84 24613

p 135 N83 30480

p 137 N83-30496

p 218 N85-31807

p 216 N85-20652

of the Spacelab-1 219 N85-31808

p 219 N85-31809

p 221 N85-31819

p 219

Some results of the European vestibular expeni

ep and wake physiology in wi

in the Spacelab-1 mission

N83 30496

p 137

Response of propellants to high dynamic uses of gun faunch techniques p.f. amic stresses. The p 59 N85 17035 Multifunction spacecraft attitude e estimation and p 139 N84-24611 Effects of long duration exposure to simulated space navigation system ent on nonmetallic materials prope Some aspects of the micromechanics of hot spot ormation in energetic materials p 59 N85-17036 Docking mechanism for in orbit assembly and spacecraft p 139 Structural damping of composite materials for space SPACE SHUTTLE ASCENT STAGE SOLID PROPELLANT ROCKET ENGINES Hazard Studies for Solid Propellant Rocket Motors [AGARD-CP-367] p 58 N85-17025 Shuttle/Centaur upper stage capability The effect of space environment on the damping of solumer matrix composite p. 137 N83 30492 p 235 N85-20773 polymer matrix composite SPACE SHUTTLE ORBITERS Review of USAF treatment of solid propellant rocket potor hazards p 58 N85-17027 The effect of combined U.V. radiation and high energy Structural design and test of the shuttle RMS electrons on the behaviour of polymer matrix composites p 135 N83 30481 The vulnerability of cast double base rocket motors to in hard vacuum Active control technology experience with the S thermomechanical attack p 59 N85-17033 nermomechanical attack p by neo-17000 Hazard assessment of a hypothetical large rocket notor p 60 N85-17042 Thermal cycling tests on materials and components for Shuttle in the landing regime SPACE SHUTTLE PAYLOADS space applications SPACECRAFT CONTROL
Guidance and Control Techniques for Advanced Space SOLID PROPELLANTS Performance of antennas in plasma n 168 N84-12377 Sensitivity tests for solid propellants in Germany p 58 N85-17028 Status of the National Space Transportation System p 234 N85-20772 Vehicles I AGARD-CP-350 I Modelling the thermal explosion phenomenon in solid SPACE SHUTTLES Spacecraft control research at NASA p 61 N85-17044 propellants The case of fixed Aerothermodynamic flight envelope expansion for a manned lifting reentry vehicle (space shuttle) A double gimballed momentum wheel for precision 3-axis SOLID ROCKET PROPELLANTS nuttle) p9 N83-30359 Hazard Studies for Solid Propellant Rocket Mo AGARD-CP-367] p 58 N85-17 attitude control Multifunction spacecraft attitude estimation and avidation system p 139 N84-2461 Predicted and flight test results of the performance and p 58 N85-17025 Aims and requirements of NATO group AC/310 stability and control of the space shuttle from renavigation system A filtered attitude determination system for spacecraft neasurement and control p 139 N84-24612 p 58 N85-17026 Review of USAF treatment of solid propellant rocket landing p 9 N83-30360
The design simulation and developmental testing of the Space Shuttle Data Bus System p 141 N84-24624
Transition description and prediction in three-dimensional flows p 194 N84-33761
Preflight and postflight motion sickness testing of the neasurement and control Inertial-optical attitude determination and mode-oflowing control of maneuvering spacecraft motor hazards p. 58 N85-17027
Analysis of Deflagration to Shock to Detonation
Transition (DSDT) in porous energetic solid propellars Docking mechanism for in-orbit assembly and spacecraft ervicing p 139 N84-24614 p 59 N85-17030 p 216 N85-20652 Spacelab 1 crew Some aspects of the micromechanics of hot spot Spacelab 1 crew p 216 N85-20652
Space motion sickness monitoring experiment
Spacelab 1 p 216 N85-20654
Shuttle/Centaur upper stage capability servicing p 139 N84-2461a A decentralized active control system for a large flexible 6 140 N84-24622 tormation in energetic materials p 59 N85-Shock and impact response of solid rocket prope Experimental and theoretical p 60 N85p 60 N85-17040 SPACECRAFT DEFENSE Ballistic/detonic transition of propellants D 235 N85-20773 Combat capable space systems for tactical support Earth resources research using the Shuttle Imaging Radar system p 235 N85-20779
Ground and tight testing for aircraft guidance and p 60 N85-17041 The heat sensitivity of solid propellants SPACECRAFT DOCKING p 60 N85-17043 Docking mechanism for in-orbit assembly and space The pressure deflagration limit of solid rocket servicing p 139 N84-24614
The influence of sensor and thruster imperfections on LAGARD-AG-2621 n.61 N85,22350 propella p 61 N85-17046 Active control technology experience with the Space Shuttle in the landing regime p 123 N85-26747 Three-dimensional ballistocardiography in microgravity SONIC MOZZLES the attitude and position of a spacecraft performing a rendezvous p 139 N84-24615 The new calibration tank for engine simulators at DFVLR rendezvous p 139 N84-24615
Control aspects as elaborated in space rendezvous p 36 N84-23593 p 220 N85-31818 SONOBUOYS **ROBUCYS**The management of a large real-time military avionics roject p.8 N83-22144 Biostack experiments on STS-flights and the i SPACECRAFT ENVIRONMENTS p 221 N85-31821 man in space SPACE SIMULATORS Results of Space Experiments in Physiology and Medicine and Informal Briefings by the F-16 Medical SOUND TRANSMISSION The MBB combined effects chamber set accelerated tests under simulated space environment p 137 N83 30494 Voice technology in Navy training systems
p 166 N83-34188 Working Group AGARD-CP-3771 SOUND WAVES The effect of combined U.V. radiation and high energy Some results of the European vestibular experiments the Spacelab-1 mission p 219 N85 31809 Simulation of the acoustic environment of a launcher electrons on the behaviour of polymer matrix composites in hard vacuum p 137 N83-30495 and of the noise-induced vibrations on its structures p.136 N83-30486 SPACECRAFT GUIDANCE Guidance and Control Techniques for Advanced Space SPACE STATIONS Statistical study of elevated ducts extension p.162, N83,30889. Determination of propagation limitations at HF by ecraft control research at NASA p 138 N84-24604 SPACECRAFT MANEUVERS SPACE TRANSPORTATION SYSTEM Inertial optical attitude determination and model following control of maneuvering spacecraft Status of the National Space Transportation Syst real-time update of a computer model from oblique sounde p 204 N84-15660

SPACE ADAPTATION SYNDROME
Production of the p 234 N85 20112 SPACE WEAPONS An approach to attitude control maneuvers which helps aintain orbit inclination p 140 N84-24618 An approach to attitude Communication p 140 N84-24618 maintain orbit inclination p 140 N84-24618 Characterization of uncertainty for large space structure p 140 N84-24619 N84-24619 rediction of the space adaptation syndrome Combat capable space systems for factical suppor p 235 N85-20775 p 215 N85 20646 Space adaptation syndrome. Incidence and operational SPACEBORNE EXPERIMENTS implications for the space transportation system program p.216 N85-20655 Experience of science astronaut on the Spacelab 1 hission p 218 N85 31407 SPACECRAFT RELIABILITY CECRAFT RELIABILITY
The role of onboard intelligence and of orbital servicing the increase of satellite lifetime p 138 N84:24605 SPACE BASED RADAR Mass-discrimination during prolonged weightlessness A distributed array signal processor with fault-tolerance thibutes p. 190 N86-28360 SPACECRAFT STRUCTURES p 220 N85-31814 SPACECRAFT COMMUNICATION Fracture mechanics and fatigue criteria in material selection for space applications — Spacelab structures SPACE COMMERCIALIZATION Technical evaluation report on the 46th Symposium of the Avionics Panel on Space System Applications to Status of the National Space Transportation System p 234 N85-20772
SPACE ENVIRONMENT SIMULATION
The effect of appear Tactical Operations Structural design and test of the shuttle RMS p 135 N83-30481 p 97 N85-18988 The effect of space environment on the thermal distortion of polymer matrix composites Design and testing of a carbon-epoxy trellis structure Tactical operations and space applications p 231 N85-20752 r satellites p 135 NB3-30483 Silicon solar cell characterization at low temperatures nd low illumination as a function of particular addation p 137 NB3-30491 for satellites p 135 N83-30484 The MBB combined effects chamber for real time and Integrated support of tactical operations by satellite ommunications p 232 N85-20754 accelerated tests under simulated space environmen adiation p+37 Hebitogram
Testing of flexible deployed solar array (L-SAT) p 137 N83-30493 p 137 N83-30494 EHF MILSATCOM systems for tactical users SPACE EXPLORATION p 232 N85-20755 Reliable software design for avionics and space plications p.49 NB5-16751 Combat capable space systems for tactical support Thermal cycling tests on materials and components for p 235 N85-20775 space applications SPACE FLIGHT Optical techniques for signal distribution and control in MT motion sickness monitoring experiment t p.216 N85-20654 SPACECREWS advanced radar and communication systems Experience of science astronaut on the Spacelab-1 p 238 N85-29773 SPACE MISSIONS HF/EHF ray bending p 182 N86-27541 SPACELAB accoraft control research at NASA Fracture mechanics and fatigue criteria in material election for space applications --- Spacelab structures EHF propagation measurements along satellite-Earth aths in the Canadian High Arctic p 182 N86-27542 p 138 N84-24604 SPACE NAVIGATION p 135 N83-30480
The European Space Agency's Earth observation SPACECRAFT CONFIGURATIONS Technical evaluation report on the 46th Symposium of the Avionics Panel on Space System Applications to p 235 N85-20774 . atellite programmes p 202 N84-15647
Preflight and postflight motion sickness testing of the SPACECRAFT CONSTRUCTION MATERIALS Effects on Materials for Space p 97 N85-18988 Space motion sickness monitor Spacelab 1 Applications [AD-A129847] SPACE PERCEPTION t vision support devices. Human engineering ion p.223 N86-26808 p 135 N83-30479 pacelab 1
Experience of science astronaut on the Spacelab 1
p 218 N85-31807 Design and testing of a carbon-epoxy treffis structure SPACE PLATFORMS for satellites p 135 N83-30483 Electrostatic discharging behaviour of Kapton and other dielectric materials in a simulated space environment p. 136 N83:30487 The role of onboard intelligence and of orbital sen-The European vestibular experim increase of satellite lifetime p 138 N84-24605

Candidate materials for pretensioned membranes of

p 136 NB3 30488

fibre composite materials for space application

SPANWISE BLOWING	SPIN TESTS	Head/neck injury Post mortem procedures, Annex B
Augmentation of lighter-aircraft performance by spanwise blowing over the wing leading edge	The flight test of an automatic spin prevention system p 41 N84-34398	p 218 N85-21977 Do new aircraft need new technologies and certification
p 80 N84-12133	Statistical analysis of spin pit failure data to predict	rules? p 95 N85-23795
SPATIAL FILTERING Time and space domain filtering for improved HF	inservice B.1 lives of gas turbine disks p.110 N86-25377	Establishment and maintenance of certification standards for helicopter and turboprop power transmission
communication p 177 N85-19298	Evaluation of cyclic spin pit tests for the damage	systems p 95 N85-23796
Overview of RADC adaptive antenna developments for communications p 177 N85-19299	tolerance of disks p 110 N86-25379	Canadian forces approach to aircrew medical selection p 225 N86-30311
SPATIAL RESOLUTION	SPINE The clinical and radiological assessment of cervical	Cardiovascular standards for selection and retention of
Image generation on matrix displays p 96 N83-30418	injury, Annex A p 218 N85-21976	high performance pilots in the USAF Perspectives for the
10 cm radar ground clutter measurements taken from	SPLINE FUNCTIONS	next decade p 226 N86-30313 Entry visual standards and ocular examination
a coastal steamer rader on passage from Bergen to North	Investigations on four-dimensional guidance in the TMA p.87 N83-22187	techniques for future fighter aircrew p 226 N86-30317
Cape in May 1982 p 205 N84-15667 Electronic displays Their strengths and weaknesses	SPOILERS	STAR TRACKERS Image dissector tube star trackers performance
for advanced high performance aircraft	Repair of composites p 156 N85-17058	Advantages and drawbacks as compared to those of
p 230 N85-19664 SPECIFIC HEAT	Calculation of unsteady transonic separated flows by viscous-inviscid interaction p 64 N85-25178	charge transfer device star trackers p 138 N84-24606 STARTING
Basic cryogenics and materials p 133 N86-20417	SPOT (FRENCH SATELLITE)	Auxiliary power systems with gas turbines
SPECIFICATIONS The quality of avionics software. Specification and	The spot operational remote sensing satellite system Current status and perspectives p 235 N85-20776	p 98 N84-12170
evaluation p 7 N83-22142	SPREAD SPECTRUM TRANSMISSION	A systematic characterization of the effects of
Integration of a new sensor on to an existing aircraft p. 14 N83-34901	On combating multipath effects using spread-spectrum	atmospheric electricity on the operational conditions of aircraft p.29 N84-15086
The European Transonic Windfunnel (ETW)	systems p 164 N83-30906 Adaptive protection of detection systems operating by	arcraft p 29 N84-15086 STATIC STABILITY
p 32 N84-23566	spread spectrum p 202 N84-15652	Realisation of relaxed static stability on a commercial transport p. 123, NR5-26746
The cryogenic wind tunnel Cologne p 32 N84-23568	Fast synchronization model for UHF spread-spectrum	transport p 123 N85-26746 Demonstration of relaxed static stability on a commercial
Current procurement specification design requirements	communication system p 176 N85-19296 Asynchronous transmission with strong spectral	transport p 126 N85-27898
for US Navy aircraft p 37 N84-25615 Current requipments on specifications for corrosion	spread p 177 N85-19300	Realisation of relaxed static stability on a commercial transport p 126 N85-27899
prevention p 38 N84-25618	Narrowband spread spectrum systems p 178 N85-19307	STATIC TESTS
High angle of attack test and evaluation techniques for the 1980s p 41 N84-34399	Tactical satellite terminals for land and airborne C3	Correction between nondestructive inspection results and performance of graphite/epoxy structural parts
A description of the process of elaborating man-machine	applications p 233 N85-20760	p 153 N64 10212
dialog in an aircraft equipped with cathode tubes. Roles and specifications of piloted simulation methods.	Digital correlation processors for spread-spectrum-communication-systems	The influence of fabrication flows on the static and
p 69 N85-26658	p 189 N86-28350	dynamic behavior of structures made of carbon-resin composites p 154 N84-10215
The interactive generation of specifications for an	SPUTTERING Coatings for fuel economy or materials substitution	Computation of influence of defects on static and fatigue
onboard software series (GISELE) p 127 N85-27906 The European Transonic Windtunnel (ETW) project	p 151 NB4-33477	strength of composites p 154 N84-10217 Effect of detects on aircraft composite structures
p 134 N86-20427	STABILITY Aeroelastic design considerations in the development	p 155 N84-10221
SPECKLE PATTERNS NDE techniques for composite laminates	of helicopters p 16 N84-11126	STATIONKEEPING Interference rejection by auxiliary feeds in cassegrain
p 152 N84-10205	The influence of aeroelastic stability requirements on helicopter design p 16 N84-11127	Earth terminals p 165 N83-30908
SPECTRAL EMISSION A spectral emission mask for digital tropospheric scatter	Aeroelastic considerations in the design of high speed	STATISTICAL ANALYSIS Long term cross-polar statistics at 12 and 14 GHz on
transmission p 165 N83-30907	rotors p.16 N84-11128 Fluid dynamic aspects of turbine engine testing	a 30 deg slant-path p 163 N83-30899
SPECTRAL RECONNAISSANCE The spot operational remote sensing satellite system	p 35 N84-23586	Fading statistics of C-band satellite signal during solar maximum years (1978 - 1980) p. 163 N83-30900
Current status and perspectives p 235 N85-20776	Current work on high-grade space gyros at Ferranti in	maximum years (1978 - 1980) p 163 N83-30900 Statistics of french Armee de l'air ejections 1970
SPECTROPHOTOMETERS	the UK p 138 N84-24609 The pressure deflagration limit of solid rocket	1980 p.217 N85-21971
Recent HiLat results p 181 N86-27534 SPECTRORADIOMETERS	propellants p 61 N85-17046	List of headr neck injury on ejection in the German Armed Forces from 1972-1981 p 217 N85-21972
Visual and spectroradiometric performance criteria for	STABILITY AUGMENTATION Low cost fluidic sensors p 14 N83-34897	Cavityless optical bistability in systems of two-level
Night Vision Goggles (NVG) compatible aircraft interior lighting p 222 N86-26807	A perspective on superaugmented flight control	atoms p 237 N85-29764 Statistical analysis of spin pit failure data to predict
SPECTRUM ANALYSIS	advantages and problems p 121 N85-26733 Demonstration of relaxed stability on a commercial	inservice B.1 lives of gas turbine disks
Scintillation modelling and measurement. A tool for remote-sensing slant paths. p 163 N83-30898	transport p 122 N85-26745	p 110 N86-25377. Statistics of auroral radio absorption in relation to
Propagation data for VHF planning in the UK area	STABILITY DERIVATIVES Recent developments in techniques for dynamic	prediction models p 185 N86 27557
p 164 N83-30903	simulation for the identification of stability parameters	STATISTICAL DISTRIBUTIONS Statistical study of elevated ducts extension
Implications of propagation uncertainties in frequency sharing analyses p 164 N83:30904	p 146 N86-27246	p 162 N83-30689
SPEECH RECOGNITION	Dynamic nonlinear airloads Representation and measurement p 147 N86-27251	D-1 statistical model of tropospheric multipath
General review of military applications of voice	Correlation of predicted and free-flight responses near	propagation p 168 N84-24944 STATOR BLADES
processing p 165 N83-34180 The speech signal p 165 N83-34181	departure conditions of a high incidence research model p.147 N86-27255	Flow measurements in the stator row of a single-stage
Analysis synthesis and transmission of speech signals	STABILITY TESTS	transonic axial-flow compressor with controlled diffusion stator blades p.103 N84 16209
p 165 N83-34182	Recent developments in rotary-balance testing of lighter aircraft configurations at NASA Ames Research Center	STATORS
Techniques for automatic speech recognition p 165 N83 34183	p 145 N86-27242	Flow measurements in the stator row of a single-stage transonic axial-flow compressor with controlled diffusion
Speaker differences in speech and speaker	STABILIZED PLATFORMS Evaluation of nose, roof, and mast mounted sensor	stator blades p 103 N84-16209
recognition p.166 N83-34184	platforms for piloting and sighting, integrated in future	STEADY FLOW
A survey of equipment and research p 166 N83-34185	combat helicopters p.56 N85-16808 STABILIZERS (FLUID DYNAMICS)	The vortex skeleton model for three-dimensional steady flows p.76 N84-12101
Automatic recognition of speech in military aircraft	CF-5 vertical stabilizer flight load survey	Data set 9 LANN wing Pitching oscillation
p 166 N83-34186 Inside a speech recognition machine	p 46 N85 15673 TUTOR (CL-41A) tail flight load survey	p 82 N85 31030
p 166 N83 34187	p 46 N85-15678	Objectives and scope of the Working Group 07 p.82 N86 1525"
Voice technology in Navy training systems p.166 N83-34188	STAGNATION POINT A contribution to the problem of vortex breakdown	Nonlinear problems in flight dynamics involving
Automatic speech recognition as a cockpit interface	p 79 N84-12125	aerodynamic bifurcations p 146 N86-27249 STEADY STATE
p 14 N83-34899	STAGNATION PRESSURE	Stationary properties and switching characteristics of
Increased aircraft survivability using direct voice input p 31 N84:15100	The cryogenic Ludwieg tube tunnel at Goettinger p 134 N86-20425	dispersive optical bistability in CuCl p 237 N85-29763
SPHERICAL WAVES	STAINLESS STEELS	Formulation of the Euler boundary value problem p.82 N86-15258.
Design criteria for limited scan antennas at digital	Design and construction of models for the National Transonic Facility, part 1 p.133 N86-20419	STEELS
microwave line of sight links p 175 N85-19284 SPIN DYNAMICS	STANDARDIZATION	Case depth on flanks of gears for helicopter gearboxes p 93 N85-23780
The flight test of an automatic spin prevention system	D-12 standardizing LTR for onboard computers. The present and the future p.5. NB3-22124	Management of Corrosion
p 41 N84-34398	STANDARDS	[AGARD-LS-141] p 156 N85-33238
SPIN REDUCTION The flight test of an automatic spin prevention system	Usability of military standards for the maintenance of embedded computer software p.6. N83-22129	Corrosion management strategies for arcraft and related systems p 156 N85-33239
p 41 N84-34398	DEF STAN 00-18 A family of compatible digital interface	STEERABLE ANTENNAS
SPIN STABILIZATION An approach to attitude control maneuvers which helps	standards p.24 N84-15049 Open systems interconnection for the defence	Simulation of the performance of adaptively controlled Navstar antennas in battlefield scenarios
meintain orbit inclination p 140 N84-24618	community p 242 N84-21426	p 176 N85-19292

STEREOSCOPY	Aspects of small crack growth p 108 N86-25370	CTDUCTURAL DELLARIA
NDE techniques for composite laminates	STRESS CONCENTRATION	STRUCTURAL RELIABILITY
\$TIFFNESS p 152 N84-10205	Detamination growth in composite structures under	Damage tolerance acceptance methods in structural components of a medium carbon steel and a medium
Standard dynamics model experiments with the	inplane compression loading p 155 N84,10224	strength Al-Mg alloy p 108 N86-25367
DFVLR/AVA transonic derivative balance	Disc fatigue life predictions for gas turbine engines	STRUCTURAL STABILITY
p 145 N86-27245	STRESS CORROSION CRACKING p 105 N85-15743	Dynamic structural aeroelastic stability testing of the
STOCHASTIC PROCESSES	Current requirements for the design and maintenance	XV-15 till rotor research aircraft p 12 N83-30376
UHF communications through forested propagation	against corrosion of UK military aircraft	STRUCTURAL STRAIN
channels p 174 N85-19280	p 157 N85-33244	Helicopter fatigue design guide
Relating corrosion maintenance to environmental	Relating corrosion maintenance to environmental	[AD-A138963] p 90 N84-20513
tactors p 157 N85-33247	14CLOFS D 157 NRS-23247	Advanced fatigue monitoring on service aircraft
STRAIN GAGE ACCELEROMETERS	STRESS INTENSITY FACTORS	p 45 N85-15671
Navy operational loads data sources and systems	Some considerations on short crack growth behaviour	Experiences obtained from service fatigue monitoring
p 45 N85-15668	in aircraft structures	exercises p 45 N85-15672
STRAIN GAGES	[AGARD-R-696] p 198 N83-31061	CF-5 vertical stabilizer flight load survey
Structural load measurements on a Northrop NF-5A	Crack propagation under constant and variable stress amplitudes. A comparison of calculations based on the	p 46 N85-15673
7 Tornado Structural Usage Monitoring System	Striation spacing and tests p 201 N85-24336	Tornado Structural Usage Monitoring System
(SUMS) p 46 N85-15680	STRESS MEASUREMENT	(SUMS) p 46 N85-15680
Root stresses in conformal gears-strain gauge and	Load carrying capacity of double circular arc gears	Flight parameters recording for structure fatigue life
protoelastic investigations p 94 NR5-23787	n 92 NRS 22774	STRUCTURAL VIBRATION p 47 NB5-15682
STRAIN MEASUREMENT	STRESSES	Simulation of the acoustic environment of a launcher
Advanced fatigue monitoring on service aircraft	Response of propellants to high dynamic stresses. The	and of the noise-induced vibrations on its structures
p 45 N85-15671	uses of gun launch techniques p 59 N85-17035	p 136 N83-30486
Experiences obtained from service latigue monitoring exercises 0.45 N85-15672	Load capacity of cages of roller bearings for planet	Aeroelastic design considerations for turboprop
Crack growth strain and damage measurements using	STRIATION p 92 N85-23775	powerplant installations p 15 N84-11123
an improved potential drop technique	Application of optical and electron microscopic	Problems of system identification in flight vibration
p 109 N86-25372	techniques in the fractographic determination of fatigue	testing
STRAPDOWN INERTIAL GUIDANCE	crack growth rates p 201 NR5-24334	[AGARD-R-720] p 121 N84-25718
Advances in Strapdown Inertial Systems	Crack propagation under constant and variable stress	SUBMINIATURIZATION
AGARD-LS-133! p.87 N84-25691	amplitudes. A comparison of calculations based on the	Micro-heads-up display for enhancement of night vision
Advances in strapdown inertial systems - introduction	Striation spacing and tests p 201 N85,24336	goggle operations p 223 N86-26809
and overview p.87 N84-25692	STRUCTURAL ANALYSIS	SUBSONIC AIRCRAFT
Advances in strapdown sensors p.87 N84-25693 Strapdown system algorithms p.87 N84-25694	Aeroelasticity and optimization at the design stage	Technology developments for laminar boundary layer
Requirements, applications, and results of strapdown	p 16 N84-11131 On the structure of the turbulent vortex	control on subsonic transport aircraft p 53 N85-16787 Some aeroacoustic wind tunnel measurements
inertial technology to commercial airplanes	D 76 NR4 12102	theoretical predictions, and flight-test correlations on
p.87 N84-25695	Heport of the working group on large-scale computing	subsonic aircraft propellers p 74 N86-11170
Strapdown inertial systems for factical missiles using	in aeronautics	SUBSONIC FLOW
mass unbalanced two axis rate gyros	AGARD AR-209 p 231 N84-34177	Flutter investigations in the transonic flow regime for a
p.87 N84-25696	Flight test techniques used for proof of structural integrity	fighter type aircraft p 117 N83-22217
Modular strapdown guidance unit with embedded	of Tornado when carrying external stores	Special Course on Subsonic/Transonic Aerodynamic
microprocessors p.88 N84-25697	D 43 N84-34413	Interference for Aircraft
Application of multifunction strapdown inertial system	CF-5 vertical stabilizer flight load survey	AGARD-R-712 p 19 N84-12072
p 88 N84-25698	p 46 N85-15673 Keeping up with operational loads in the French Air	Subsonic/Transonic Aerodynamic Interference for Aircraft: Introductory remarks p.20, N84-12073
Initial alignment and augmentation of the ARINC 705 strapdown AHRS LTR-81 p. 88 NR4 25699	Force Defining new equipment p 47 N85-15681	Subsonic/transonic viscous interactions
Standard Attitude Heading Reference System (SAHRS)	USAF approach to airborne structural data recording.	p 20 N84-12075
full scale development program p 55 N85-16804	Airborne Data Acquisition Multifunction System (ADAMS)	Theoretical modelling of three-dimensional vortex flows
Navigation Accounting for copy p 66 N85-26641	p 47 N85-15683	in aerodynamics p 78 N84-12116
Preguidance and piloting with the aid of composite	Engine cyclic durability by analysis and material	Two-dimensional wind tunnel wall interference
inertial sensors p.67 N85,26646	testing p 106 N85-15744	[AD-A138964] p.81 N84-20499
STRATEGIC MATERIALS	Aerodynamic and structural aspects of propeller and	A general theory of arbitrary motion aerodynamics using
Manufacturing developments to reduce strategic materials usage 0.150 NR4-33475	drive for a 1/5 scale wind funnel programme	an aeroacoustic approach p 72 N86-11157
materials usage p.150 N84-33475 The Navy program to develop replacements for critical	p 73 N86-11163 Cabin noise reduction for a new development turboprop	Generation of two-dimensional gust fields in subsonic wind-tunnels
and strategic materials p 151 N84-33478	commuter aircraft p 74 N86-11173	wind-tunnels p 146 N86-27247 SUBSONIC FLUTTER
Ceramics as substitutes for scarce metals	Propeller aircraft cabin vibration and noise-excitation.	Correlation problems between flutter flight test data and
D 151 N94 33470	sources, and paths p 75 N86-11174	ground tests/calculation results for a variable sweep wing
Coating developments to restrict strategic materials	Engine cyclic durability by analysis and testing. Highlights	aircraft n 12 NR3,30370
usage p 151 N84.33483	of the spring 1984 PEP Meeting p 107 N86-25362	SUBSONIC SPEED
STRATEGY	STRUCTURAL DESIGN	Wind tunnel investigation of the interaction of propeller
Factors affecting the supply of strategic raw materials	Structural design and test of the shuttle RMS	slipstream with nacelle/wing/flap combinations
with particular reference to the aerospace manufacturing	p 135 N83-30481 Aeroelastic considerations in the design of high speed	SUBSTITUTES P 73 N86-11166
STREAM FUNCTIONS (FLUIDS)	rotors p 16 N84-11128	Materials Substitution and Recycling
The break-up mechanism of a streamwise directed	Preliminary design of aircraft using structural	[AGARD-CP-356] p 149 N84-33465
VOTEX D 79 N84-12123	optimization methods p 17 N84-11133	The nature of the critical and strategic materials
Viscous effects and heat transfer in a calculation method	Design, development and flight test of a demonstration	problem p 149 N84-33466
for axialsymmetric flow in multistage turbomachines using	advanced avionics system p 27 N84-15067	Understanding the roles of the strategic element cohair
ine stream function p 102 NR4 teams	The Influence of Large Scale Computing on Aircraft	In hickel base superallovs n 150 N94-22471
STRESS (PHYSIOLOGY)	Structural Design	Substitution and conservation technology for
Sustained Intensive Air Operations Physiological and	Wind tunnel and flight test and a P 90 N85-10040	p 130 1904-334/3
renormance Aspects	Wind tunnel and flight test analysis and evaluation of the buffet phenomena for the alpha jet transonic wing	Ceramics as substitutes for scarce metals
Laboratory studies of aircrew chemical protective	n 145 Nec 27222	SUBSTRATES p 151 NB4-33479
ensemble Effects on pilots' performance	STRUCTURAL DESIGN CRITERIA P 145 N86-27239	integrated electrooptical components using dielectric
P 207 N84-21066	Ground/Flight Test Techniques and Correlation	substrates p 238 N85-29767
Variations in states of aiertness during continuous	[AD-A129433] p.9 NR3-30357	Rationale in the selection of corrosion protective coating
operations at the control post level p 208 N84-21068	Ground/flight correlation on the Alpha-Jet experimental	Systems 0 157 NR5.33242
The effects of sleep loss and sustained mental work	aircraft with a transonic wing. A comparison between wind	SUCTION
implications for command and control performance	tunnel and tlight results for aerodynamic performance	Drag reduction due to boundary-layer control by
P 208 N84-21069	Fracture mechanics and (above orders as a second	combined blowing and suction p 52 N85-16785
Stressful mission profiles, part 1 p. 212 N84-26281 Physical fraining and G tolerance p. 221 N85-31824	Fracture mechanics and fatigue criteria in material selection for space applications Spacelab structures	Design studies of thick laminar flow airfoils for low speed
STRESS (PSYCHOLOGY)	P 135 NE3-30480	flight employing turbulent boundary layer suction over the rear part
Sustained Intensive Air Operations Physiological and	Thermal imaging for avionic applications	Turbulent drag reduction research p 53 N85-16786
Performance Aspects	P 13 N83-34893	Active and passive shock/boundary layer interaction
[AGARD-CP-338] p 207 NR4-21062	Evaluation of operational loads to verify structural	control on supercritical airfoils p 54 N85-16795
The effects of sleep loss and sustained mental work	gesign p 46 N85-15677	Laminar flow control with suction. Theory and
implications for command and control performance	STRUCTURAL ENGINEERING	experiment p 84 N86-15269
STRESS ANALYSIS P 208 N84-21069	Design and testing of a carbon epoxy trellis structure	SUNGLASSES
Dest ·	for satellities p 135 NR3,304R3	Effects of broad-banded eye protection on dark adaptation n 224 Nas 26817
Preliminary design of aircraft using structural optimization methods p.17 NR4.11123	STRUCTURAL FAILURE	BUNLIGHT p 224 N86-26817
Optimization methods p.17 N84-11133 Root stresses in conformal gears-strain gauge and	TUTOR (CL-41A) fail flight load survey	Techniques for measuring radiance in the air and sea
Priciperatic investigations of 94 NRS, 22767	D 46 NR5.15678	p 206 NB4-15672
The role of thermal and stress analyses in the application	STRUCTURAL INFLUENCE COEFFICIENTS	SUNSPOTS
of demage tolerant design p 106 N86-25366	Aerospatial'es approach to the study of flutter at the design stage of the project p.15 NAL-11118	interference and sharing at medium frequency. Skywave
	design stage of the project p 15 N84-ff118	propagation considerations p 161 N63-30880

p 159 N83-30869

ent. Receivers, transmitters, synthesizers

SYNTHESIZERS

HF equipm

and peripherals SYNTHETIC APERTURE RADAR

UPERCRITICAL AIRFOILS	crack front marking p 200 NB5-24326
Data set 9 LANN wing Prtching oscillation p 82 N85-31030	Generation of marker lines on fatigue fracture
UPERCRITICAL FLOW	surfaces p 200 N85-24328
Transonic airfoil development p 20 N84-12076	Effects of surface roughness on heat transfer to gas
UPERCRITICAL WINGS	turbine blades p 112 N86-29832
Comparison of prediction, wind tunnel and flight test	SURFACE TEMPERATURE
data for the Canadair Challenger turbofan aircraft	Nonadiabatic model wall effects on transonic airfoil
p 10 N83-30365	performance in a cryogenic wind tunnel
Transonic flutter clearance for a supercritical transport	p 34 N84-23579
aircraft in the preliminary stage p 15 N84-11121	Prediction of transient temperatures for an air-cooled
Transonic airfoil development p 20 N84-12076	rotating disc p 113 N86-29842
Transonic empirical configuration design process	The measurement of local heat transfer coefficients in
p 20 N84-12079	blade cooling geometries p 114 N86-29848
Transonic wing and far field test data on a high aspect	An optical pyrometer to measure turbine blade surface
ratio transport wing for three dimensional computational	temperature D 115 N86-29849
method evaluation p 81 N85-10021	High frequency response heat flux gauge for metal
Active and passive shock/boundary layer interaction	blading p 115 NBG-29650
control on supercritical airfoils p 54 N85-16795	SURFACE TO AIR MISSILES
Transonic pressure distributions on a two-dimensional	Advanced Technology for SAM Systems Analysis
0012 and supercritical MB9-A3 profile oscillating in heave	Synthesis and Simulation
and pitch p 63 N85-25173 Analysis of transonic aerodynamic characteristics for a	[AGARD-LS-135] p 141 N84-31248
supercritical airfoil oscillating in heave, pitch and with	Advanced technology for SAM systems analysis, synthesis and simulation p 141 N84-31249
oscillating flap p 64 N85-25175	synthesis and simulation p 141 N84-31249 Method for designing future weapons systems Example
Experience with transonic unsteady aerodynamic	of the very short distance ground-air systems
calculations p 64 N85-25176	p 141 N84-31250
The development of unsteady transonic 3-D full potential	Some aspects of guidance loop design for SAM
code and its aeroelastic applications p 65 N85-25187	systems p 141 N84-31251
Unsteady airload computations for airfoil oscillating in	A new concept for guiding missiles with an application
attached and separated compressible flow	to the ground-air system p 142 N84-31253
p 145 N86-27238	Seeker systems simulation, present capability and future
SUPERHIGH FREQUENCIES	technology p 142 N84-31254
Statistical data on anomalous propagation in the	Warheads for SAM systems p 142 N84-31257
Tyrrhenian Sea using an X-band link p 205 N84-15668	SURVEYS
	Synthesis of responses to AGARD-FMP questionaire on
Minimization of system vulnerability in Naval satellite communication networks p 232 N85-20758	"prediction techniques and flight correlation"
SUPERSONIC AIRCRAFT	p 13 N83-30384
Pilot human factors in stall/spin accidents of supersonic	The evaluation/validation process Data from disciplines
fighter aircraft p 32 N84-15102	resting on good theoretical foundations p 242 N84-17065
Introduction to cryogenic wind tunnels	SURVIVAL
p 132 N86-20416	Medical aspects of survival Training for aircrew
SUPERSONIC FLOW	[AD-A128157] p 206 N83-22999
Recent advances in computational methods to solve	Medical aspects of survival. Training for aircrew
the high-lift multi-component airfoil problem p.51 N85-16774	(AGARD-AG-283(FR)) p 206 N84-15787
A semi-empirical unsteady transonic method with	SWEPT FORWARD WINGS
supersonic free stream p 64 N85-25179	x-29 digital flight control system design p 125 N85-27889
Theoretical analysis of linearized acoustics and	SWEPT WINGS
aerodynamics of advanced supersonic propellers	Correlation problems between flutter flight test data and
p 72 N86-11156	around tests/calculation results for a variable sweep wing
A general theory of arbitrary motion aerodynamics using	aircraft p 12 N83-30379
an aeroacoustic approach p 72 N86-11157	Subsonic/transonic viscous interactions
Objectives and scope of the Working Group 07 p 82 N86-15257	p 20 N84-12075
Exact solutions to transonic and supersonic flows	Vortical flow management for improved configuration
p 83 N86-15260	aerodynamics Recent experiences p.80 N84-12129
Bifurcation theory applied to aircraft motions	Transition description and process
p 146 N86-27250	three-dimensional flows p 194 NB4-33761 Application of two and three-dimensional criteria for
SUPERSONIC WIND TUNNELS	calculating transitions and boundary layers over swept
Half-model testing in the NLR high speed wind tunnel	winds p 52 N85-16783
HST its technique and application p 35 N84-23588	Full scale experiments into the use of large eddy breakup
SUPPLYING	devices for drag reduction on aircraft p 53 N85-16790
The nature of the critical and strategic materials	Calculation of unsteady transonic flow around a high
problem p 149 N84-33466	swept wing p 65 N85-25184
Factors affecting the supply of strategic raw materials	An asymptotic theory for the interference of large aspect
with particular reference to the aerospace manufacturing industry p 149 N84-33467	ratio swept wings and multiple propeller slipstreams
industry p 149 N84-33467	
	p 73 N86-11167
SUPPORTS Practical solutions to simulation difficulties in subscale	Numerical solutions for three-dimensional cases. Swept
SUPPORTS Practical solutions to simulation difficulties in subscale	Numerical solutions for three-dimensional cases. Swept wings p.83 N86-15263
SUPPORTS Practical solutions to simulation difficulties in subscale wind tunnel tests p.34 N84-23581 SURFACE CRACKS	Numerical solutions for three-dimensional cases. Swept wings p.83 N86-15263 Dynamic stall of swept and unswept oscillating wings
SUPPORTS Practical solutions to simulation difficulties in subscale wind tunnel tests p.34 N84-23581 SURFACE CRACKS Modifications of flight by flight load sequences to provide	Numerical solutions for three-dimensional cases. Swept wings p 83 N86-15263 Dynamic stall of swept and unswept oscillating wings p 143 N86-27226 SWEPTBACK WINGS
SUPPORTS Practical solubions to simulation difficulties in subscale wind tunnel tests p 34 N84-23581 SURFACE CRACKS Modifications (fight by flight load sequences to provide for good tracture surface readability p 200 N85-24330	Numerical solutions for three-dimensional cases. Swept wings p 83 N86-15263 Dynamic stall of swept and unswept oscillating wings p 143 N86-27226 SWEPTBACK WINGS
SUPPORTS Practical solubons to simulation difficulties in subscale wind funcil tests p. 34 N84-23581 SURFACE CRACKS Modifications of flight by flight load sequences to provide for good tracture surface readability p. 200 N85-24330 On the use of market loads and replicas for measuring	Numerical solutions for three-dimensional cases. Swept mings p. 83. M86-15263 Dynamic stall of swept and unswept oscillating wings p. 143. N86-2726 SWEPTBACK WINGS. On the generation and subsequent development of spiral vortex flow over a swept-back wing p. 76. N84-12105
SUPPORTS Practical solutions to simulation difficulties in subscale wind tunnel tests p 34 N84-23581 SURFACE CRACKS Modifications of flight by flight load sequences to provide for good fracture surface readability p 200 N85-24330 On the use of marker loads and replicas for measuring growth rates for small cracks p 200 N85-24331	Numerical solutions for three-dimensional cases. Swept wings p 93 N86-15263 Dynamic stall of swept and unswept oscillating wings p 143 N86-27226 SWEPTBACK WINGS On the generation and subsequent development of spiral vortex flow over a swept-back wing p 76 N84-12105 Experience with transportic unsteady aerodynamic
Practical solutions to simulation difficulties in subscale wind funnel tests p. 34 N84-23581 SURFACE CRACKS Modifications flight by flight load sequences to provide for good fracture surface readability p. 200 N85-24330. On the use of marker loads and replicas for measuring growth rates for small cracks p. 200 N85-24331 SURFACE EFFECT SMIPS	Numerical solutions for three-dimensional cases. Swept wings Dynamic stall of swept and unswept oscillating wings p 143 N86-15263 SWEPTBACK WINGS On the generation and subsequent development of spiral vortex flow over a swept-back wing p 76 N84-12105 Experience with transonic unsteady aerodynamic calculations p 64 N85-25176
Practical solubons to simulation difficulties in subscale wind funnel tests p. 34 N84-23581 SURFACE CRACKS Modifications of flight by flight load sequences to provide for good fracture surface readability p. 200 N85-24330 On the use of marker loads and replicas for measuring growth rates for small cracks p. 200 N85-24331 SURFACE EFFECT SHIPS Analysis of head motion during simulated, rough water	Numerical solutions for three-dimensional cases. Swept wings p83 N86-15263 Dynamic stall of swept and unswept oscillating wings p 143 N86-2726 SWEPTBACK WINGS On the generation and subsequent development of spiral vortex flow over a swept-back wing p 76 N84-12105 Experience with transonic unsteady aerodynamic calculations p 64 N85-25176 SWITCHES
Practical solutions to simulation difficulties in subscale wind funnel tests p. 34 N84-23581 SURFACE CRACKS Modifications flight by flight load sequences to provide for good fracture surface readability p. 200 N85-24330. On the use of marker loads and replicas for measuring growth rates for small cracks p. 200 N85-24331 SURFACE EFFECT SMIPS	Numerical solutions for three-dimensional cases. Swept wings p 83 N86-15263 Dynamic stall of swept and unswept oscillating wings p 143 N86-27226 SWEPTBACK WINGS On the generation and subsequent development of spiral vortex flow over a swept-back wing p 76 N84-12105 Experience with transonic unsteady aerodynamic calculations p 64 N85-25176 SWITCHES Prosecond photoconductive devices for 10 Gbt//s
Practical solubions to simulation difficulties in subscale wind turnel tests p. 34 N84-23581 SURFACE CRACKS. Modifications of flight by flight load sequences to provide for good tracture surface readability p. 200 N85-24330 On the use of marker loads and replicas for measuring growth rates for small cracks p. 200 N85-24331 SURFACE EFFECT SMIPS Analysis of head motion during simulated, rough water operation of a 2200 ton surface effect ship.	Numerical solutions for three-dimensional cases. Swept wings p. 83. M86-15263. Dynamic stall of swept and unswept oscillating wings p. 143. N86-2726. SWEPTBACK WINGS. On the generation and subsequent development of spiral vortex flow over a swept-back wing. p. 76. N84-12105. Experience with transonic unsteady aerodynamic calculations. p. 64. N85-25176. SWITCHES. Picosecond photoconductive devices for 10. GEL/15. optoelectronic switching. p. 238. N85-29770.
Practical solubons to simulation difficulties in subscale wind turnel tests p. 34 N84-23581 SURFACE CRACKS. Modifications of flight by flight load sequences to provide for good tracture surface readability p. 200 N85-24330. On the use of marker loads and replicas for measuring growth rates for small cracks p. 200 N85-24331 SURFACE EFFECT SHIPS. Analysis of head motion during simulated, rough water operation of a 2200 ton surface effect ship. p. 216 N85-20656. SURFACE FINISHING.	Numerical solutions for three-dimensional cases. Swept wings p. 93. N86-15263. Dynamic stall of swept and unswept oscillating wings p. 143. N86-27226. SWEPTBACK WINGS. On the generation and subsequent development of spiral vortex flow over a swept-back wing p. 76. N84-12105. Experience with transonic unsteady aerodynamic calculations. p. 64. N85-25176. SWITCHES. Prosecond photoconductive devices for 10. Gbtt/s optoelectronic switching. p. 238. N85-29770. SWITCHIMM.
Practical solutions to simulation difficulties in subscale wind tunnel tests p 34 N84-23581 SURFACE CRACKS Modifications of flight by flight load sequences to provide for good fracture surface readability p 200 N85-24330 On the use of marker loads and replicas for measuring growth rates for small cracks p 200 N85-24331 SURFACE EFFECT SHIPS Analysis of head motion during simulated, rough water operation of a 2200 ton surface effect ship p 216 N85-20656 SURFACE FINISHING Practical implications of the use of aluminide coatings for the corrosion protoction of superalloys in gas	Numerical solutions for three-dimensional cases. Swept wings Dynamic stall of swept and unswept oscillating wings p 143 N86-15263 Dynamic stall of swept and unswept oscillating wings p 143 N86-27226 SWEPTBACK WINGS On the generation and subsequent development of spiral vortex flow over a swept-back wing p 76 N84-12105 Experience with transonic unsteady aerodynamic calculations p 64 N85-25176 SWITCHES Picosecond photoconductive devices for 10 Gbtt/s optoelectronic switching p 238 N85-29770 SWITCHING Picosecond photoconductive devices for 10 Gbtt/s
Practical solutions to simulation difficulties in subscale wind tunnel tests p 34 N84-23581 SURFACE CRACKS Modifications of flight by flight load sequences to provide for good tracture surface readability p 200 N85-24330 On the use of marker loads and replicas for measuring growth rates for small cracks p 200 N85-24331 SURFACE EFFECT SHIPS Analysis of head motion during simulated, rough water operation of a 2200 ton surface effect ship p 216 N85-20656 SURFACE FINISHING Practical implications of the use of aluminide coatings for the corrosion protoction of superalloys in gas turbines p 150 N84-33476	Numerical solutions for three-dimensional cases. Swept wings Dynamic stall of swept and unswept oscillating wings p 143 N86-15263 Dynamic stall of swept and unswept oscillating wings p 143 N86-27226 SWEPTBACK WINGS On the generation and subsequent development of spiral vortex flow over a swept-back wing p 76 N84-12105 Experience with transonic unsteady aerodynamic calculations SHTCHES Picosecond photoconductive devices for 10 Gbt/ts optoelectronic switching p 238 N85-29770 SWITCHING Picosecond photoconductive devices for 10 Gbt/ts optoelectronic switching p 238 N85-29770 SWITCHING CIRCUITS
Practical solutions to simulation difficulties in subscale wind funcil tests p 34 N84-23581 SURFACE CRACKS Modifications of flight by flight load sequences to provide for good fracture surface readability p 200 N85-24330 On the use of marker loads and replicas for measuring growth rates for small cracks p 200 N85-24331 SURFACE EFFECT SHIPS Analysis of head motion during simulated, rough water operation of a 2200 ton surface effect ship P 216 N85-20656 SURFACE FINISHING Practical implications of the use of aluminide coatings for the corrosion protection of superalloys in gas turbines Catalogs for fivel economy or materials substitution	Numerical solutions for three-dimensional cases. Swept wings p 83 N86-15263 Dynamic stall of swept and unswept oscillating wings p 143 N86-27265 SWEPTBACK WINGS On the generation and subsequent development of spiral vortex flow over a swept-back wing p 76 N84-12105 Experience with transonic unsteady aerodynamic calculations p 64 N85-25176 SWITCHES Picosecond photoconductive devices for 10 Gbt/rs optoelectronic switching p 238 N85-29770 SWITCHING Picosecond photoconductive devices for 10 Gbt/rs optoelectronic switching p 238 N85-29770 SWITCHING IPCUITS Stationary properties and switching characteristics of
Practical solutions to simulation difficulties in subscale wind tunnel tests p 34 N84-23581 SURFACE CRACKS Modifications of flight by flight load sequences to provide for good tracture surface readability. p 200 N85-24330 On the use of marker loads and replicas for measuring growth rates for small cracks p 200 N85-24331 SURFACE EFFECT SHIPS Analysis of head motion during simulated, rough water operation of a 2200 ton surface effect ship. p 216 N85-20565 SURFACE FINISHING Practical implications of the use of aluminide coatings for the corrosion protection of superalloys in gas turbines Coatings for fuel economy of materials substitution p 151 N84-33476	Numerical solutions for three-dimensional cases. Swept wings p 83 N86-1563 Dynamic stall of swept and unswept oscillating wings p 143 N86-2726 SWEPTBACK WINGS On the generation and subsequent development of spiral vortex flow over a swept-back wing p 76 N84-12105 Experience with transonic unsteady aerodynamic calculations p 64 N85-25176 SWITCHES Picosecond photoconductive devices for 10 Gbit/s optoelectronic switching p 238 N85-29770 SWITCHING Picosecond photoconductive devices for 10 Gbit/s optoelectronic switching p 238 N85-29770 SWITCHING CIRCUITS Stationary properties and switching characteristics of dispersive optical bistability in CuCl p 237 N85-29763
Practical solubions to simulation difficulties in subscale wind funnel tests p 34 N84-23581 SURFACE CRACKS. Modifications of flight by flight load sequences to provide for good tracture surface readability p 200 N85-24330. On the use of marker loads and replicas for measuring growth rates for small cracks p 200 N85-24331 SURFACE EFFECT SHIPS. Analysis of head motion during simulated, rough water operation of a 2200 ton surface effect shipp. p 216 N85-20656. SURFACE FINISHING. Practical implications of the use of aluminide coatings for the corrosion protection of superalloys in gas turbines. Coatings for fuel economy of materials substitution p 151 N84-33477. Coating developments to restrict strategic materials.	Numerical solutions for three-dimensional cases. Swept wings p. 83. N86-15263. Dynamic stall of swept and unswept oscillating wings p. 143. N86-27265. SWEPTBACK WINGS. On the generation and subsequent development of spiral vortex flow over a swept-back wing. p. 76. N84-12105. Experience with transonic unsteady aerodynamic calculations. p. 64. N85-25176. SWITCHES. Picosecond photoconductive devices for 10. Gbt/s optoelectronic switching. p. 238. N85-29770. SWITCHING. Picoaecond photoconductive devices for 10. Gbt/s optoelectronic switching. p. 238. N85-29770. SWITCHING. SYNCHING CIRCUITS. Stationary properties and switching characteristics of dispersive optical bistability in CuCl. p. 237. N85-29763.
Practical solubions to simulation difficulties in subscale wind funnel tests p 34 N84-23581 SURFACE CRACKS Modifications of flight by flight load sequences to provide for good fracture surface readability p 200 N85-24330 On the use of marker loads and replicas for measuring growth rates for small cracks p 200 N85-24331 SURFACE EFFECT SHIPS Analysis of head motion during simulated. rough water operation of a 2200 ton surface effect ship p 216 N85-20656 SURFACE FINISHING Practical implications of the use of aluminide coatings for the corrosion protection of superalloys in gas turbines p 150 N84-33476 Coatings for fuel economy or materials substitution Coatings developments to restrict strategic materials usage	Numerical solutions for three-dimensional cases. Swept wings p83 M86-1563 Dynamic stall of swept and unswept oscillating wings p143 N86-2726 SWEPTBACK WINGS On the generation and subsequent development of spiral vortex flow over a swept-back wing p 76 N84-12105 Experience with transonic unsteady aerodynamic calculations SWITCHES Picosecond photoconductive devices for 10 Gbt/rs ptoelectronic switching p 238 N85-29770 SWITCHING Picosecond photoconductive devices for 10 Gbt/rs optoelectronic switching p 238 N85-29770 SWITCHING INCOMPTION PROPERS N85-29770 SWITCHING CIRCUITS Stationary properties and switching characteristics of dispersive optical bistability in CuCl p 237 N85-29763 SYNCHRONISM Fast synchronization model for UHF spread-spectrum
SUPPORTS Practical solubions to simulation difficulties in subscale wind tunnel tests SURFACE CRACKS Modifications of flight by flight load sequences to provide for good tracture surface readability p 200 N85-24330 On the use of marker loads and replicas for measuring growth rates for small cracks p 200 N85-24331 SURFACE EFFECT SHIPB Analysis of head motion during simulated, fough water operation of a 2200 ton surface effect ship. SURFACE FINISHING Practical implications of the use of aluminide coatings for the corrosion protection of superalloys in gas turbines Coatings for fuel economy or materials substitution. Coating developments to restrict strategic materials suage SURFACE PROPERTIES	Numerical solutions for three-dimensional cases. Swept wings p. 83. M86-15263. Dynamic stall of swept and unswept oscillating wings. p. 143. N86-2726. SWEPTBACK WINGS. On the generation and subsequent development of spiral vortex flow over a swept-back wing. p. 76. N84-12105. Experience with transonic unsteady aerodynamic calculations. p. 64. N85-25176. SWITCHES. Picosecond photoconductive devices for 10. Gbt//s optoelectronic switching. p. 238. N85-29770. SWITCHIMG. Picosecond photoconductive devices for 10. Gbt//s optoelectronic switching. p. 238. N85-29770. SWITCHIMG CIRCUITS. Stationary properties and switching characteristics of dispersive optical bistability in CuCl. p. 237. N85-29763. SYNCHRONISM. Fast synchronization model for UHF spread-spectrum communication system.
Practical solubions to simulation difficulties in subscale wind funnel tests p 34 N84-23581 SURFACE CRACKS. Modifications of flight by flight load sequences to provide for good tracture surface readability p 200 N85-24330 On the use of marker loads and replicas for measuring growth rates for small cracks p 200 N85-24331 SURFACE EFFECT SHIPS Analysis of head motion during simulated, rough water operation of a 2200 ton surface effect shipp p 216 N85-20656 SURFACE FINISHING Practical implications of the use of aluminde coatings for the corrosion protoction of superalloys in gas turbines p 150 N84-33477 Coating developments to restrict strategic markers usage p 151 N84-33483 SURFACE PROPERTIES Environmental Effects on Materials of Space	Numerical solutions for three-dimensional cases. Swept wings p83 M86-1563 Dynamic stall of swept and unswept oscillating wings p143 N86-2726 SWEPTBACK WINGS On the generation and subsequent development of spiral vortex flow over a swept-back wing p 76 N84-12105 Experience with transonic unsteady aerodynamic calculations p 64 N85-25176 SWITCHES Picosecond photoconductive devices for 10 Gbt/rs optoelectronic switching p 238 N85-29770 SWITCHING Picosecond photoconductive devices for 10 Gbt/rs optoelectronic switching p 238 N85-29770 SWITCHING CIRCUITS Stationary properties and switching characteristics of dispersive optical bistability in CuCl p 237 N85-29763 SYNCHRONISM Fast synchronization model for UHF spread-spectrum communication system A technical solution to fadings in factical satellite digital
Practical solutions to simulation difficulties in subscale wind tunnel tests p 34 N84-23581 SURFACE CRACKS Modifications of flight by flight load sequences to provide for good fracture surface readability p 200 N85-24330 On the use of marker loads and replicas for measuring growth rates for small cracks p 200 N85-24331 SURFACE EFFECT SHIPS Analysis of head motion during simulated, rough water operation of a 2200 ton surface effect ship Practical implications of the use of aluminide coatings for the corrosion protection of superalloys in gas turbines p 150 N84-33476 Coatings for fuel economy or materials substitution p 151 N84-33477 Coating developments to restrict strategic materials suggesting experimental Effects on Materials for Space Applications	Numerical solutions for three-dimensional cases. Swept wings p. 83 N86-15263. Dynamic stall of swept and unswept oscillating wings p. 143 N86-27266. SWEPTBACK WINGS. On the generation and subsequent development of spiral vortex flow over a swept-back wing p. 76 N84-12105. Experience with transonic unsteady aerodynamic calculations. p. 64 N85-25176. SWITCHES. Picosecond photoconductive devices for 10 Gbt//s optoelectronic switching p. 238 N85-29770. SWITCHING. Picosecond photoconductive devices for 10 Gbt//s optoelectronic switching p. 238 N85-29770. SWITCHING CIRCUITS. Stationary properties and switching characteristics of dispersive optical bistability in CluCl. p. 237 N85-29763. SYNCHRONISM. Fast synchronization model for UHF spread-spectrum communication system. p. 176 N85-19296. A technical solution to fadings in factical satellite digital transmissions.
Practical solubions to simulation difficulties in subscale wind funcil tests p 34 N84-23581 SURFACE CRACKS. Modifications of flight by flight load sequences to provide for good tracture surface readability p 200 N85-24330 On the use of marker loads and replicas for measuring growth rates for small cracks p 200 N85-24331 SURFACE EFFECT SHIPS Analysis of head motion during simulated, rough water operation of a 2200 ton surface effect ship p 216 N85-20656 SURFACE FINISHING. Practical implications of the use of aluminide coatings for the corrosion protection of superalloys in gas turbines p 150 N84-33477 Coatings for fuel economy or materials substitution p 151 N84-33477 Coating developments to restrict strategic materials substitution p 151 N84-33483 SURFACE PROPERTIES Environmental Effects on Materials for Space Applications [AD-A129847] p 135 N83-30479	Numerical solutions for three-dimensional cases. Swept wings p. 83. M86-15263. Dynamic stall of swept and unswept oscillating wings. p. 143. N86-2726. SWEPTBACK WINGS. On the generation and subsequent development of spiral vortex flow over a swept-back wing. p. 76. N84-12105. Experience with transonic unsteady aerodynamic calculations. p. 64. N85-25176. SWITCHES. Picosecond photoconductive devices for 10. GELt/s. optoelectronic switching. p. 238. N85-29770. SWITCHIMA. Picosecond photoconductive devices for 10. GELt/s. optoelectronic switching. p. 238. N85-29770. SWITCHIMA CIRCUITS. Stationary properties and switching characteristics of dispersive optical bistability in CuCl. p. 237. N85-29763. SYNCHRONISM. Fast synchronization model for UHF spread-spectrum communication system. p. 176. N85-19296. A technical solution to fadings in factical satellite digital transmissions. p. 177. N85-19296. Asynchronous transmission. with strong spectial.
Practical solubions to simulation difficulties in subscale wind turnel tests p. 34 N84-23581 SURFACE CRACKS. Modifications of flight by flight load sequences to provide for good tracture surface readability p. 200 N85-24330 On the use of marker loads and replicas for measuring growth rates for small cracks p. 200 N85-24331 SURFACE EFFECT SHIPB Analysis of head motion during simulated, rough water operation of a 2200 ton surface effect shipp. Practical implications of the use of aluminide coatings for the corrosion protection of superalloys in gas turbines. P. 150 N84-33476 Coatings for fuel economy or materials substitution p. 151 N84-33477. Coating developments to restrict strategic materials usage. SURFACE PROPERTIES Environmental Effects on Materials for Space Applications. p. 135 N83-30479. Significant parameters of the behavior and of the surface damage of the fubricated Hertzian contact. An application.	Numerical solutions for three-dimensional cases. Swept wings p83 M86-15263 Dynamic stall of swept and unswept oscillating wings p143 N86-27265 SWEPTBACK WINGS On the generation and subsequent development of spiral vortex flow over a swept-back wing p76 N84-12105 Experience with transonic unsteady aerodynamic calculations p64 N85-25176 SWITCHES Picosecond photoconductive devices for 10 Gbtt/s optoelectronic switching p238 N85-29770 SWITCHING Picosecond photoconductive devices for 10 Gbtt/s optoelectronic switching p238 N85-29770 SWITCHING CIRCUITS Stationary properties and switching characteristics of dispersive optical bistability in CuCl p237 N85-29763 SWICHRONISM Fast synchronization model for UHF spread-spectrum communication system p176 N85-19296 A technical solution to fadings in factical satellite digital transmissions Asynchronous transmission with strong spectral spectral spread
Practical solubions to simulation difficulties in subscale wind funcil tests p 34 N84-23581 SURFACE CRACKS Modifications of flight by flight load sequences to provide for good tracture surface readability p 200 N85-24330 On the use of marker loads and replicas for measuring growth rates for small cracks p 200 N85-24331 SURFACE EFFECT SHIPS Analysis of head motion during simulated, rough water operation of a 2200 ton surface effect ship p 216 N85-20656 SURFACE FINISHING Practical implications of the use of aluminde coatings for the corrosion protoction of superalloys in gas turbines p 150 N84-33476 Coatings for fuel economy or materials substitution p 151 N84-33477 Coating developments to restrict strategic materials substitution p 151 N84-33483 SURFACE PROPERTIES Environmental Effects on Materials for Space Applications [AD-A129847] p 135 N89-30479 Significant parameters of the behavior and of the surface damage of the fubricated Hertzian contact: An application to gears	Numerical solutions for three-dimensional cases. Swept wings p. 83. J86-15263. Dynamic stall of swept and unswept oscillating wings. p. 143. N86-2726. SWEPTBACK WINGS. On the generation and subsequent development of spiral vortex flow over a swept-back wing. p. 76. N84-12105. Experience with transonic unsteady aerodynamic calculations. p. 64. N85-25176. SWITCHES. Picosecond photoconductive devices for 10. Gbt/s optoelectronic switching. p. 238. N85-29770. SWITCHIMG. Picosecond photoconductive devices for 10. Gbt/s optoelectronic switching. p. 238. N85-29770. SWITCHIMG CIRCUITS. Stationary properties and switching characteristics of dispersive optical bistability in CuCl. p. 237. N85-29763. SYNCHRONISM. Fast synchronization model for UHF spread-spectrum communication system. p. 176. N85-19296. A technical solution to fadings in factical satellite digital ransmissions. Asynchronous transmission. with strong spectral spread.
Practical solutions to simulation difficulties in subscale wind tunnel tests p 34 N84-23581 SURFACE CRACKS Modifications of flight by flight load sequences to provide for good fracture surface readability p 200 N85-24330 On the use of marker loads and replicas for measuring growth rates for small cracks p 200 N85-24331 SURFACE EFFECT SHIPS Analysis of head motion during simulated, rough water operation of a 2200 ton surface effect ships Practical implications of the use of aluminide coatings for the corrosion protection of superalloys in gas turbines Coatings for fuel economy or materials substitution Coating developments to restrict strategic materials usage SURFACE PROPERTIES Environmental Effects on Materials of Space Applications [AD-A129847] p 135 N83-30479 Significant parameters of the behavior and of the surface damage of the fubrications	Numerical solutions for three-dimensional cases. Swept wings p. 83. N86-15263. Dynamic stall of swept and unswept oscillating wings. p. 143. N86-2726. SWEPTBACK WINGS. On the generation and subsequent development of spiral vortex flow over a swept-back wing. p. 76. N84-12105. Experience with transonic unsteady aerodynamic calculations. p. 64. N85-25176. SWITCHES. Picosecond photoconductive devices for 10. Gbt//s optoelectronic switching. p. 238. N85-29770. SWITCHIMG. Picosecond photoconductive devices for 10. Gbt//s optoelectronic switching. p. 238. N85-29770. SWITCHIMG CIRCUITS. Stationary properties and switching characteristics of dispersive optical bistability in CuCl. p. 237. N85-29763. SYNCHRONISM. Fast synchronization model for UHF spread-spectrum communication system. p. 176. N85-19296. A technical solution to fadings in factical satellite digital ransmissions. Asynchronous transmission. with strong spectral spread. Redundancy management. J. sychronous and anynchronous systems.
Practical solubions to simulation difficulties in subscale wind funcil tests p 34 N84-23581 SURFACE CRACKS. Modifications of flight by flight load sequences to provide for good tracture surface readability p 200 N85-24330 On the use of marker loads and replicas for measuring growth rates for small cracks p 200 N85-24331 SURFACE EFFECT SHIPS Analysis of head motion during simulated, rough water operation of a 2200 ton surface effect ship. Practical implications of the use of aluminide coatings for the corrosion protection of superalloys in gas turbines p 150 N84-33477 Coatings for fuel economy or materials substitution p 151 N84-33477 Coating developments to restrict strategic materials substitution susage SURFACE PROPERTIES Environmental Effects on Materials for Space Applications [AD-A129847] Significant parameters of the behavior and of the surface damage of the fubricated Hertzian contact. An application to gears P 94 N85-23783	Numerical solutions for three-dimensional cases. Swept wings p 83 N86-15263 Dynamic stall of swept and unswept oscillating wings p 143 N86-27265 SWEPTBACK WINGS On the generation and subsequent development of spiral vortex flow over a swept-back wing p 76 N84-12105 Experience with transonic unsteady aerodynamic calculations SWITCHES Picosecond photoconductive devices for 10 Gbt/rs ptoelectronic switching p 238 N85-29770 SWITCHING Picosecond photoconductive devices for 10 Gbt/rs optoelectronic switching p 238 N85-29770 SWITCHING IPOURD p 237 N85-29770 SWITCHING CIRCUITS Stationary properties and switching characteristics of dispersive optical bistability in CuCl p 237 N85-29763 SYNCHRONISM Fast synchronization model for UHF spread-spectrum communication system A technical solution to fadings in factical satellite digital transmissions A technical solution to fadings in factical satellite digital transmissions P177 N85-19297 Asynchronous transmission with strong spectral spread Redundancy management of sychronous and asynchronous systems

Overcoming unobservability in 3

VNTHETIC APERTURE RADAH
Remote sensing with spaceborne synthetic aperture
maging radas: A review p 202 N84-15648
Ocean wave imaging by SAR p 202 N84-15649
Propagation effects in satellite-borne synthetic aperture
radars A modern approach of a synthetic aperture radar processor and its technological aspects Earth resources research using the Shuttle Imaging ladar system p 235 N85-20779 Earth resources research using the Shuttle Imaging Radar system p 25 N85-20779 F layer irregularities at plasmapause and auroral latitudes Propagation effects on satellite-borne synthetic aperture radars p 182 N86-27539 High speed digital image processing functions for a realtime synthetic aperture radar p 189 N86-2855 p 189 N86-28355 p 189 N86-26355 SYSTEM EFFECTIVENESS VISITEM EFFECTIVENESS
Progress in wind tunnel test techniques and in the corrections and analysis of the results p.9 N83:30358
Ground/flight correlation on the Alpha-Jet experimental arcraft with a transonic wing. A comparison between wind tunnel and flight results for aerodynamic performance Transmission efficiency measurements and correlations with physical characteristics of the lubricant p. 93 N83-2381

Problems regarding the practical evaluation of efficiency Problems regarding the practical evaluation of efficiency of worm gears performance/cost analysis of an Combinatorial performance/com, autonomous navigation system for aircraft p 66 N85-26640 SYSTEM FAR.URES How to handle failures in advanced flight control systems future transport aircraft p 127 N85-27905 of future transport aircraft SYSTEMS ANALYSIS Requirements decomposition and other myths
P4 N83-22117
Practical considerations in the introduction of equirements analysis technique p4 N83-22118 requirements analysis technique p.4. No Software configuration management at work Software configuration management as work p 6 N83-22130

The military user view of software support throughout is in-service life of avionic systems p 8 N83-22149 the in-service life of avionic systems Computer-Aided Design and Analysis of Digital Guidance nd Control Systems p 119 N84-10093 1AGARD-LS-1281 Fundamentals of analysis for digital control systems p 119 N84-10094 Performance and robustness aspects of digital control (stems p 120 N84-10098 Performance and robustness aspects of digital control yistems Systematic computer aided control design p 120 N84-10098
Recent developments in the measurement of p 37 N84-28601 time-dependent pressures Method for designing future weapons systems. Example of the very short distance ground-air systems p 141 N84-31250 Software testing in an Ada programming environment p 49 N85-16748 Software testing in each page 1 No. 1 Identification of dynamic systems [AGARD-AG-300-VOL-2] p. 96 N85-25249
The evolutive state: A new definition of system state to include sequencing of events p. 96 N85-26643
SYSTEMS COMPATIBILITY
Towards a modularity of software conceived for the requirement of the user p. 22 N84-15040
The evolutive state: A new definition of system state to include sequencing of events p. 66 N85-26643 67 ept 63 26 SYSTEMS ENGINEERING The computer aided specification system Easy p.5 N83-22121 The impact of standardization on av nonic software p.5 N83-22122 76 Technical evaluation report on the Guidance and Control Panel 35th Symposium on Advances in Guidance and t/s 770 p 118 N83-34956 AGARD-AR-1951 Critical factors and operational research in factical fighter invionic system development p 26 N84-15062 t/s 770 avionic system development CADAS A computer aided design tool for avionic ystems p 27 N84-15065 ot 763 systems Design and verification of electromagnetic compatibility in airborne weapons systems p 27 N84-15066 Simulation requirements to support the development of fault tolerant avionic system p 27 N84-15072 rum 296 gital 297 ctral 300 A dynamic approach to military avionics systems esting p.28 N84-15075 The cryogenic wind tunnel Cologne p 32 N84-23568 and 402 design for SAM p 141 N84-31251 Some aspects of guidance systems Autopilot performance and future applications Tornado experience p 42 N84-34407 xis stabilization of p 138 N84-24610 Automatic briefing and mission in for battlefield support nagement systems p 55 N85-16799

The characteristics of surface rough gear and rolling bearing problems

es important to p 93 N85-23782

Development and flight test of a helicopter compact,	Flight testing and real time data processing for	Mission benefits of a very high throughput image tracker
portable, precision landing system concept	development and integration of weapon systems	system p 191 N86-28365
p 58 N85-16821 US MILSATCOM Present and future	p 43 N84-34415 The design and development of an integrated core	An integrated approach toward recognizing, locating and
p 232 N85-20753	system for battlefield helicopters p 56 NB5-16811	combating targets from a modern interceptor aircraft p 192 NB6-28370
Design adequacy An effectiveness factor	Evolution toward a multi-bus architecture for Army	TARGETS
p 66 N95-26642	helicopter avionic systems p 56 N85-16812	Warheads for SAM systems p 142 NB4:31257
The evolutive state: A new definition of system state	integration of sensor fusion in advanced helicopter cockpit design p 57 N85-16813	TASKS
to include sequencing of events p 66 N85-26643	The STOL and maneuver technology program integrated	Conceptual framework for the development of workload
Simulation: A tool for cost-effective systems design and live test reduction p. 68 N85-26657	control system development p 128 N85-27910	metrics in sustained operations p 207 N84-21063 The U.S. Air Force neurophysiological workload test
Cost-effective missile guidance through distributed	SYSTEMS MANAGEMENT	battery. Concept and validation p 207 N84-21064
architecture and standard processes p 69 N85-26662	Integrated powerplant control systems and potential performance benefits p.18 N84-12063	Visual capabilities related to fighter aircrew performance
Technical evaluation report on the Flight Mechanics	SYSTEMS SIMULATION	in the F-14 and adversary aircraft p 227 N86-30320
Symposium on Active Control Systems Review, Evaluation and Projections	Survey of missile simulation and flight mechanics	TECHNOLOGICAL FORECASTING Liquid crystal displays p 97 N83-30420
[AGARD-AR-220] p 121 N85-26730	facilities in NATO	Future requirements for airborne simulation
X-29A digital flight control system design	[AD-A128440] p 130 N83-29276 Computer-Aided Design and Analysis of Digital Guidance	[AGARD-AR-188] p 132 N84-32401
p 121 N85-26736	and Control Systems	TECHNOLOGY ASSESSMENT
ACT flight research experience p 122 N85-26741	[AGARD-LS-128] p 119 N84-10093	Fundamental limitations caused by RF propagation
Operational and developmental experience with the F/A-18A digital flight control system	Modeling and simulation techniques	p 160 N83-30874 Auxiliary power requirements Their role in aircraft
p 122 N85-26742	p 120 N84-10096 Numerical aspects of control design computations	performance p 98 N84-12169
Flight testing and development of the F/A-18A digital	p 120 N84-10097	Avionics/crew station integration p 23 N84-15042
flight control system p 122 N85-26743	Methods for developing the navigation and weapon	Design of advanced technology maneuvering aircraft
Dependable avionic data transmission p 129 N86-20405	systems of the Mirage 2000 p 27 N84-15068	models for the National Transonic Facility p 36 N84-23590
Cockpit automation requirements derived from mission	Advanced Technology for SAM Systems Analysis Synthesis and Simulation	image dissector tube star trackers performance
functions data p 88 N86-26318	AGARD-LS-135 p 141 N84-31248	Advantages and drawbacks as compared to those of
New system design methodologies in the design of	A digital piloting system for the combat helicopter	charge transfer device star trackers p 138 N84-24606
modern imaging missile systems stimulated by the introduction of VLSI development tools	p 56 N85-16806	Manufacturing developments to reduce strategic
p 192 N86-28367	A simulator for studying helicopter weapons systems	materials usage p 150 N84-33475 The Navy program to develop replacements for critical
SYSTEMS INTEGRATION	p 57 N85-16816	and strategic materials p 151 N84-33478
Anemobarometric systems for next generation aircraft	Simulation A tool for cost-effective systems design and live test reduction p 68 N85-26657	Recycling conform design p 152 N84-33488
architecture for air data systems p 2 N83-22101	A description of the process of elaborating man-machine	The state-of-the-art and future of flight control
Validation of software for integration of missiles with aircraft systems p 7 N83-22140	dialog in an aircraft equipped with cathode tubes. Roles	systems p 121 N85-26732
Advances in sensors and their integration into aircraft	and specifications of piloted simulation methods	VLSI control structures p 188 N86-28348 TECHNOLOGY TRANSFER
guidance and control systems	p 69 N85-26658	Information analysis centres and services
[AGARD-AG-272] p 13 N83-34891	-	p 240 N83-31538
integration of a new sensor on to an existing aircraft p.14 N83-34901	l l	TECHNOLOGY UTILIZATION
Integration of Fire Control, Flight Control and Propulsion	TABLES (DATA)	Tactical operations and space applications p 231 N85-20752
Control Systems	Compendum of unsteady aerodynamic measurements.	Possible technological answers to new design
[AGARD-CP-349] p 17 N84-12056	addendum 1	requirements for power transmission systems
F-16 Penguin anti-ship missile integration	[AGARD-R-702-ADD-1] p.82 N85-31028	p 93 N85-23779
p 18 N84-12059 Integration of fire control, navigation system and head	TACTICS	Aspects of application of ACT systems for pilot workload
up display p 18 N84-12060	Critical factors and operational research in factical fighter avionic system development p 26 N84-15062	alleviation p 121 N85-26734 TELECOMMUNICATION
The relations between the numerical control of the	avionic system development p 26 N84-15062 Combat capable space systems for tactical support	Propagation Aspects of Frequency Sharing, Interference
engine and other aircraft functions p 18 N84-12062	p 235 N85-20775	and System Diversity
integrated powerplant control systems and potential	Potential impact of VLSI technologies on guided missile	[AGARD-CP-332] p 160 N83-30873
performance benefits p. 18 N84-12063 Full authority digital electronic engine controls and their	design p 191 N86-28362	Scientific numeric databases p 243 N84-21430
integration with flight control systems in VSTOL aircraft	TACTILE DISCRIMINATION Sensors Vision and tactile p 197 N86-19629	Automated document request and delivery systems in the United Kingdom p 244 N84-21436
p 18 N84-12064	TAIL ASSEMBLIES	Characteristics of the Lower Atmosphere Influencing
Design and development of the multifunction flight	Lessons from Tornado afterbody development	Radio Wave Propagation
control reference system p 18 N84-12065 Some aspects of flight trajectory control in future avionic	p 10 N83-30366	[AGARD-CP-346] p 168 N84-24943
systems for combat aircraft p 19 N84-12066	Experiences obtained from service fatigue monitoring exercises p 45 N85-15672	A system for measuring the characteristics of the ionospheric channel by digital transmissions.
A diagnosis scheme for sensors of a flight control system	TUTOR (CL-41A) tail flight load survey	p 175 N85-19287
using analytic redundancy p 19 N84-12067	p 46 N85-15678	An HF simulator for use with real time channel
Effects of integrated maintenance on the definitions of onboard equipments Mirage 2000 aircraft	TAKEOFF	evaluation systems p 176 N85-19293
p 19 N84-12068	Aircraft operations from airfields with special	TELEMETRY Real time flight test conduction and monitoring
An integrated AFCS for the "PROFILE" mode	unconventional characteristics p 29 N84-15085 Influence of windshear on flight safety	p 43 N84 34414
p 19 N84-12069	p 30 N84-15088	Real time testing. The next generation
The integration of flight and engine control for VSTOL	Trajectory measurements for take-off and landing tests	p 43 N84-34416
aircraft p 19 N84-12070 A nonlinear control law for piloting aircraft in the	and other short-range applications, volume 16	TELEPHONES
	[AGARD-AG-160-VOL-16] p 197 N85-25801	Fast data and voice transmission for mobile services
	Year	with high immunity against multipath and co change.
air-to-ground attack phase p 19 N84-12071 Advanced Concepts for Avionics/Weapon System	The use of pressure sensing taps on the aircraft wing	with high immunity against multipath and co-channel interference p 178 N85-19306
Advanced Concepts for Avionics/Weapon System Design, Development and Integration	as sensor for flight control systems p 69 N85-26660	interference p. 178 N85-19306 TELEPHOTOMETRY
Advanced Concepts for Avionics/Weapon System Design, Development and Integration [AGARD-CP:343] p.21 N84-15034	as sensor for flight control systems p 69 N85-26660 TANKER AIRCRAFT	Interference
Advanced Concepts for Avionics/Weapon System Design, Development and Integration [AGARD-CP:343] p 21 N84-15034 Avionics/crew station integration p 23 N84-15042	as sensor for flight control systems p 69 N85-26660 TANKER AIRCRAFT The handling and performance thats needed to clear	Interference
Advanced Concepts for Avionics/Weapon System Design, Development and Integration [AGARD-CP-343] p.21 N84-15034 Avionics/crew station integration p.23 N84-15034 Guidelines and criteria for the functional integration of	as sensor for flight control systems p 69 N85-26660 TANKER AIRCRAFT The handling and performance thats needed to clear an aircraft to act as a receiver during air-to-air refuelling p 42 N84-34405	Interference p 178 N85-19306 TELEPHOTOMETRY Recent HiLat results p 181 N86-27534 TELESCOPES Evaluation of nose, roof, and mast mounted sensor
Advanced Concepts for Avionics/Weapon System Design, Development and Integration [AGARD-CP-343] p. 21 N84-15034 Avionics/crew station integration p. 23 N84-15042 Guidelines and criteria for the functional integration of a	as sensor for flight control systems p 69 N85-26660 TANKER AIRCRAFT The handling and performance thats needed to clear an aircraft to act as a receiver during au-to-air refuelling p 42 N84-34405 TANKS (COMBAT VEHICLES)	Interference p 178 N85-19306 TELEPHOTOMETRY Recent HiLat results p 181 N86-27534 TELESCOPES Evaluation of nose, roof, and mast mounted sensor platforms for piloting and sighting, integrated in future
Advanced Concepts for Avionics/Weapon System Design, Development and Integration [AGARD-CP:343] p. 21 N84-15034 Avionics/crew station integration p. 23 N84-15034 Guidelines and cinteria for the functional integration of a	as sensor for flight control systems p 69 N85-26660 TANKER AIRCRAFT The handling and performance thats needed to clear an aircraft to act as a receiver during air-to-air refuelling p 42 N84-34405 TANKS (COMBAT VEHICLES) Ground evaluation of helicopter air-to-air warfare	Interference p 178 N85-19306 TELEPHOTOMETRY Recent HiLal results p 181 N86-27534 TELESCOPES Evaluation of nose, roof, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters p 56 N85-16808 TELEVISION CAMERAS
Advanced Concepts for Avionics/Weapon System Design, Development and Integration [AGARD-CP-343] p. 21 N84-15034 Avionics/crew station integration p. 23 N84-15042 Guidelines and cinteria for the functional integration of a	as sensor for flight control systems p 69 N85-26660 TANKER AIRCRAFT The handling and performance thats needed to clear an aircraft to act as a receiver during air-to-air refuelling p 42 N84-34405 TANKS (COMBAT VEHICLES) Ground evaluation of helicopter air-to-air warfare p 62 N85-22360	Interference p 178 N85-19306 TELEPHOTOMETRY Recent HiLat results p 181 N86-27534 TELESCOPES Evaluation of nose, roof, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters TELEVISION CAMERAS The status of LLTV for avionic applications
Advanced Concepts for Avionics/Weapon System Design, Development and Integration [AGARD-CP-343] p. 21 N84-15034 Avionics/crew station integration p. 23 N84-15042 Gudelines and criteria for the functional integration of a	as sensor for flight control systems p 69 N85-26660 TANKER AIRCRAFT The handling and performance thats needed to clear an aircraft to act as a receiver during air-to-air refuelling p 42 N84-34405 TANKS (COMBAT VEHICLES) Ground evaluation of helicopter air-to-air warfare p 62 N85-22360 TARGET ACQUISITION	Interference p 178 N85-19306 TELEPHOTOMETRY Recent HiLat results p 181 N86-27534 TELESCOPES Evaluation of nose, roof, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters TELEVISION CAMERAS The status of LLTV for avionic applications p 13 N83-34892
Advanced Concepts for Avionics/Weapon System Design, Development and Integration [AGARD-CP-343] p. 21 N84-15042 Avionics/crew station integration p. 23 N84-15042 Guidelines and criteria for the functional integration of avionic systems with crew members in command p. 23 N84-15044 Connecting aircraft and external loads p. 23 N84-15046 Towards the functional partitioning of highly integrated, fault tolerant avionics signal processors.	as sensor for flight control systems p 69 N85-26660 TANKER AIRCRAFT The handling and performance thats needed to clear an aircraft to act as a receiver during air-to-air refuelling p 42 N84-34405 TANKS (COMBAT VEHICLES) Ground evaluation of helicopter air-to-air warfare p 62 N85-22360 TARGET ACQUISITION Software development Design and reality p 4 N83-22114	Interference p 178 N85-19306 TELEPHOTOMETRY Recent HiLal results p 181 N86-27534 TELESCOPES Evaluation of nose, roof, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters p 56 N85-16808 TELEVISION CAMERAS The status of LLTV for avionic applications p 13 N83 34892 TELLURIUM
Advanced Concepts for Avionics/Weapon System Design, Development and Integration [AGARD-CP:343] p. 21 N84-15034 Avionics/crew station integration p. 23 N84-15043 Guidelines and criteria for the functional integration of avionic systems with crew members in command p. 23 N84-15044 Connecting aircraft and external loads p. 23 N84-15046 Towards the functional partitioning of highly integrated, fault tolerant avionics signal processors p. 24 N84-15047 Advanced F/A-18 avionics p. 24 N84-15048	as sensor for flight control systems p 69 N85-26660 TANKER AIRCRAFT The handling and performance thats needed to clear an aircraft to act as a receiver during air-to-air refuelling p 4 N84-34405 TANKS (COMBAT VEHICLES) Ground evaluation of helicopter air-to-air warfare p 62 N85-22360 TARGET ACQUISITION Software development Design and reality p 4 N83-22114 The lock-on-before-taunch weapon delivery and	Interference p 178 N85-19306 TELEPHOTOMETRY Recent HiLat results p 181 N86-27534 TELESCOPES Evaluation of nose, roof, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters p 56 N85-16808 TELEVISION CAMERAS The status of LLTV for avionic applications p 13 N83-34892 TELLURIUM Optical bistability in Cd(x)Hg(1-x)Te p 236 N85-29760
Advanced Concepts for Avionics/Weapon System Design, Development and Integration [AGARD-CP:343] p. 21 N84-15034 Avionics/crew station integration p. 23 N84-15042 Guidelines and criteria for the functional integration of avionic systems with crew members in command p. 23 N84-15044 Connecting arcraft and external loads p. 23 N84-15046 Towards the functional partitioning of highly integrated, fault tolerant avionics signal processors p. 24 N84-15047 Advanced F/A-18 avionics p. 24 N84-15048 A video bus for weapon system integration.	as sensor for flight control systems p 69 N85-26660 TANKER AIRCRAFT The handling and performance thats needed to clear an aircraft to act as a receiver during air-to-air refuelling p 42 N84-34405 TANKS (COMBAT VEHICLES) Ground evaluation of helicopter air-to-air warfare p 62 N85-22360 TARGET ACOUISITION Software development Design and reality p 4 N83-22114 The lock-on-before-faunch weapon delivery and display/control consideration p 25 N84-15056	Interference p 178 N85-19306 TELEPHOTOMETRY Recent HiLal results p 181 N86-27534 TELESCOPES Evaluation of nose, root, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters p 56 N85-16808 TELEVISION CAMERAS The status of LLTV for avionic applications TELLURIUM Optical bistability in Cd(x)Hg(1 x)Te p 236 N85-29760
Advanced Concepts for Avionics/Weapon System Design, Development and Integration [AGARD-CP-343] p. 21 N84-15034 Avionics/crew station integration p. 23 N84-15042 Gudelines and cinteria for the functional integration of avionic systems with crew members in command p. 23 N84-15044 Connecting aircraft and external loads p. 23 N84-15046 Towards the functional partitioning of highly integrated, fault tolerant avionics signal processors p. 24 N84-15047 Advanced F/A-18 avionics p. 24 N84-15048 A video bus for weapon system integration p. 24 N84-15048	as sensor for flight control systems p 69 N85-26660 TANKER AIRCRAFT The handling and performance trials needed to clear an aircraft to act as a receiver during air-to-air refuelling p 42 N84-34405 TANKS (COMBAT VEHICLES) Ground evaluation of helicopter air-to-air warfare p 62 N85-22360 TARGET ACQUISITION Software development Design and reality p 4 N83-22114 The lock-on-before-taunch weapon delivery and display/control consideration p 25 N84-15056 Warfreads for SAM systems p 142 N84-31257	Interference p 178 N85-19306 TELEPHOTOMETRY Recent HiLat results p 181 N86-27534 TELESCOPES Evaluation of nose, roof, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters TELEVISION CAMERAS The status of LLTV for avionic applications p 13 N83-34892 TELLURIUM Optical bistability in Cd(x)Hg(1 x)Te p 236 N85-29760 TEMPERATURE DEPENDENCE The heat sensitivity of solid propelliants
Advanced Concepts for Avionics/Weapon System Design, Development and Integration [AGARD-CP:343] p. 21 N84-15034 Avionics/crew station integration p. 23 N84-15042 Guidelines and criteria for the functional integration of avionic systems with crew members in command p. 23 N84-15044 Connecting arcraft and external loads p. 23 N84-15046 Towards the functional partitioning of highly integrated, fault tolerant avionics signal processors p. 24 N84-15047 Advanced F/A-18 avionics p. 24 N84-15048 A video bus for weapon system integration.	as sensor for flight control systems p 69 N85-26660 TANKER AIRCRAFT The handling and performance thats needed to clear an aircraft to act as a receiver during air-to-air refuelling p 42 N84-34405 TANKS (COMBAT VEHICLES) Ground evaluation of helicopter air-to-air warfare p 62 N85-22360 TARGET ACQUISITION Software development Design and reality p 4 N83-22114 The lock-on-before-taunch weapon delivery and display/control consideration p 25 N84-15056 Warheads for SAM systems p 142 N84-31257 Optimizing the specifications for air air-surface laser	Interference p 178 N85-19306 TELEPHOTOMETRY Recent HiLal results p 181 N86-27534 TELESCOPES Evaluation of nose, root, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters p 56 N85-16808 TELEVISION CAMERAS The status of LLTV for avionic applications TELLURIUM Optical bistability in Cd(x)Hg(1 x)Te p 236 N85-29760
Advanced Concepts for Avionics/Weapon System Design, Development and Integration [AGARD-CP-343] p. 21 N84-15034 Avionics/crew station integration p. 23 N84-15043 Guidelines and criteria for the functional integration of avionic systems with crew members in command p. 23 N84-15044 Connecting aircraft and external loads p. 23 N84-15046 Towards the functional partitioning of highly integrated, fault tolerant avionics signal processors p. 24 N84-15047 Advanced F/A-18 avionics p. 24 N84-15048 A video bus for weapon system integration p. 24 N84-15051 First level integrated maintenance in weapons systems p. 25 N84-15054 A practical approach to the design of a new avionic	as sensor for flight control systems p 69 N85-26660 TANKER AIRCRAFT The handling and performance thats needed to clear an aircraft to act as a receiver during air-to-air refuelling p 42 N84-34405 TANKS (COMBAT VEHICLES) Ground evaluation of helicopter air-to-air warfare p 62 N85-22360 TARGET ACQUISITION Software development Design and reality The lock-on-before-taunch weapon delivery and display/control consideration p 25 N84-15056 Warheads for SAM systems p 142 N84-31257 Optimizing the specifications for an air-surface laser system p 68 N85-26644	Interference p 178 N85-19306 TELEPHOTOMETRY Recent HiLal results p 181 N86-27534 TELESCOPES Evaluation of nose, root, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters p 56 N85-16808 TELEVISION CAMERAS The status of LLTV for avionic applications p 13 N83 34892 TELLURIUM Optical bistability in Cd(x)Hg(1 x)Te p 236 N85-29760 TEMPERATURE DEPENDENCE The heat sensitivity of solid propellants p 60 N85-17043
Advanced Concepts for Avionics/Weapon System Design, Development and Integration [AGARD-CP-343] p. 21 N84-15034 Avionics/crew station integration p. 23 N84-15042 Guidelines and criteria for the functional integration of avionic systems with crew members in command p. 23 N84-15044 Connecting aircraft and external loads p. 23 N84-15046 Towards the functional partitioning of highly integrated, fault tolerant avionics signal processors. p. 24 N84-15047 Advanced F/A-18 avionics p. 24 N84-15047 A video bus for weapon system integration p. 24 N84-15051 First level integrated maintenance in weapons systems p. 25 N84-15054 A practical approach to the design of a new avionic system p. 25 N84-15054	as sensor for flight control systems p 69 N85-26660 TANKER AIRCRAFT The handling and performance thats needed to clear an aircraft to act as a receiver during air-to-air refuelling p 42 N84-34405 TANKS (COMBAT VEHICLES) Ground evaluation of helicopter air-to-air warfare p 62 N85-22360 TARGET ACQUISITION Software development Design and reality p 4 N83-22114 The lock-on-before-taunch weapon delivery and display/control consideration p 25 N84-15056 Warheads for SAM systems p 142 N84-31257 Optimizing the specifications for air air-surface laser	Interference p 178 N85-19306 TELEPHOTOMETRY Recent HiLat results p 181 N86-27534 TELESCOPES Evaluation of nose, roof, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters TELEVISION CAMERAS The status of LLTV for avionic applications TPLICURIUM Optical bistability in Cd(x)Hg(1 x)Te p 236 N85-29760 TEMPERATURE DEPENDENCE The heat sensitivity of solid propellants TEMPERATURE DISTRIBUTION Prediction of transient temperatures for an ar-cooled rotating disc
Advanced Concepts for Avionics/Weapon System Design, Development and Integration [AGARD-CP-343] p. 21 N84-15034 Avionics/crew station integration p. 23 N84-15034 Gudelines and cinteria for the functional integration of avionic systems with crew members in command p. 23 N84-15044 Connecting aircraft and external loads p. 23 N84-15046 Towards the functional partitioning of highly integrated, fault tolerant avionics signal processors p. 24 N84-15046 A video bus for weapon system integration p. 24 N84-15048 A video bus for weapon system integration p. 25 N84-15051 First level integrated maintenance in weapons system p. 25 N84-15054 A practical approach to the design of a new avionic system p. 25 N84-1508 Integration of ICNIA into advanced high performance.	as sensor for flight control systems p 69 N85-26660 TANKER AIRCRAFT The handling and performance thats needed to clear an aircraft to act as a receiver during air-to-air refuelling p 42 N84-34405 TANKS (COMBAT VEHICLES) Ground evaluation of helicopter air-to-air warfare p 62 N85-22360 TARGET ACQUISITION Software development Design and reality p 4 N83-22114 The lock-on-before-taunch weapon delivery and display/control consideration p 25 N84-13056 Warheads for SAM systems p 142 N84-31257 Optimizing the specifications for an air-surface laser system p 68 N85-26644 A cost-effective night attack system for ground attack aircraft p 88 N86-26317	Interference p 178 N85-19306 TELEPHOTOMETRY Recent HiLat results p 181 N86-27534 TELESCOPES Evaluation of nose, roof, and mast mounted sensor platforms for pioting and sighting, integrated in future combat helicopters TELEVISION CAMERAS The status of LLTV for avionic applications p 13 N83-34892 TELLURIUM Optical bistability in Cd(x)Hg(1 x)Te p 236 N85-2960 TEMPERATURE DEPENDENCE The heat sensitivity of solid propelliants p 60 N85-17043 TEMPERATURE DISTRIBUTION Prediction of transient temperatures for an ar-cooled rotating disc.
Advanced Concepts for Avionics/Weapon System Design, Development and Integration [AGARD-CP-343] p. 21 N84-15034 Avionics/crew station integration p. 23 N84-15042 Guidelines and criteria for the functional integration of avionic systems with crew members in command p. 23 N84-15044 Connecting aircraft and external loads p. 23 N84-15046 Towards the functional partitioning of highly integrated, fault tolerant avionics signal processors. p. 24 N84-15047 Advanced F/A-18 avionics p. 24 N84-15047 A video bus for weapon system integration p. 24 N84-15051 First level integrated maintenance in weapons systems p. 25 N84-15054 A practical approach to the design of a new avionic system p. 25 N84-15054	as sensor for flight control systems p 69 N85-26660 TANKER AIRCRAFT The handling and performance trials needed to clear an aircraft to act as a receiver during air-to-air refuelling p 42 N84-3405 TANKS (COMBAT VEHICLES) Ground evaluation of helicopter air-to-air warfare p 62 N85-22360 TARGET ACQUISITION Software development Design and reality p 4 N83-22114 The lock-on-before-faunch weapon delivery and display/control consideration p 25 N84-15056 Warheads for SAM systems p 142 N84-31257 Optimizing the specifications for an air-surface laser system p 66 N85-26644 A cost-effective night attack system for ground attack aircraft TARGET RECOGNITION Thermal imaging for avionic applications	Interference p 178 N85-19306 TELEPHOTOMETRY Recent HiLat results p 181 N86-27534 TELESCOPES Evaluation of nose, roof, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters p 56 N85-16808 TELEVISION CAMERAS The status of LLTV for avionic applications p 13 N83-34892 TELLURIUM Optical bistability in Cd(x)Hg(1-x)Te p 236 N85-29760 TEMPERATURE DEPENDENCE The heat sensitivity of solid propellants p 60 N85-17043 TEMPERATURE DISTRIBUTION Prediction of transient temperatures for an art-cooled rotating disc Measurements of fluctuating gas temperatures using compensated fine wire thermocouples
Advanced Concepts for Avionics/Weapon System Design, Development and Integration [AGARD-CP-343] p. 21 N84-15034 Avionics/crew station integration p. 23 N84-15034 Guidelines and criteria for the functional integration of avionic systems with crew members in command p. 23 N84-15044 Connecting aircraft and external loads p. 23 N84-15046 Towards the functional partitioning of highly integrated, fault tolerant avionics signal processors p. 24 N84-15047 Advanced F/A-18 avionics p. 24 N84-15048 A video bus for weapon system integration p. 24 N84-15051 First level integrated maintenance in weapons systems p. 25 N84-15054 A practical approach to the design of a new avionic system p. 25 N84-15059 A practical approach to the design of a new avionic system p. 25 N84-15059 Application of ICNIA into advanced high performance fighter aircraft p. 88 N84-25698	as sensor for flight control systems p 69 N85-26660 TANKER AIRCRAFT The handling and performance thats needed to clear an aircraft to act as a receiver during air-to-air refuelling p 42 N84-34405 TANKS (COMBAT VEHICLES) Ground evaluation of helicopter air-to-air warfare p 62 N85-22360 TARGET ACQUISITION Software development Design and reality p 4 N83-22114 The lock-on-before-launch weapon delivery and display/control consideration p 25 N84-15056 Warheads for SAM systems p 142 N84-31257 Optimizing the specifications for an air-surface laser system p 68 N85-26644 A cost-effective night attack system for ground attack aircraft TARGET RECOGNITION Thermal imaging for avionic applications p 13 N83-34893	Interference p 178 N85-19306 TELEPHOTOMETRY Recent HiLat results p 181 N86-27534 TELESCOPES Evaluation of nose, roof, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters TELEVISION CAMERAS The status of LLTV for avionic applications P 13 N85-16808 TELLURIUM Optical bistability in Cd(x)Hg(1 x)Te TEMPERATURE DEPENDENCE The heat sensitivity of solid propellants p 60 N85-17043 TEMPERATURE DISTRIBUTION Prediction of transient temperatures for an art-cooled rotating disc p 113 N86-29842 Measurements of fluctuating gas temperatures using compensated line wire thermocouples
Advanced Concepts for Avionics/Weapon System Design, Development and Integration [AGARD-CP-343] Avionics/crew station integration 23 N84-15042 Guidelines and criteria for the functional integration of avionic systems with crew members in command 23 N84-15042 Connecting aircraft and external loads 23 N84-15046 Towards the functional partitioning of highly integrated, fault tolerant avionics signal processors 24 N84-15046 Advanced F/A-18 avionics 24 N84-15048 A video bus for weapon system integration 24 N84-15051 First level integrated maintenance in weapons systems 25 N84-15051 A practical approach to the design of a new avionic system 25 N84-15059 Integration of ICNIA into advanced high performance fighter aircraft 4 N84-25698 Flight Test Techniques	as sensor for flight control systems p 69 N85-26660 TANKER AIRCRAFT The handling and performance trials needed to clear an aircraft to act as a receiver during air-to-air refuelling p 42 N84-34405 TANKS (COMBAT VEHICLES) Ground evaluation of helicopter air-to-air warfare p 62 N85-22360 TARGET ACQUISITION Software development Design and reality D 4 N83-22114 The lock-on-before-taunch weapon delivery and display/control consideration p 25 N84-19056 Warheads for SAM systems p 142 N84-31257 Optimizing the specifications for an air-surface laser system p 66 N85-26644 A cost-effective night attack system for ground attack aircraft TARGET RECOGNITION Thermal imaging for avionic applications Avionics concept evaluation at the force level	Interference p 178 N85-19306 TELEPHOTOMETRY Recent HiLat results p 181 N86-27534 TELESCOPES Evaluation of nose, roof, and mast mounted sensor platforms for piloting and sighting, integrated in Tuture combat helicopters p 56 N85-16808 TELEVISION CAMERAS The status of LLTV for avionic applications p 13 N83-34892 TELLURIUM Optical bistability in Cd(x)Hg(1 x)Te p 236 N85-29760 TEMPERATURE DEPENDENCE The heat sensitivity of solid propellants p 60 N85-17043 TEMPERATURE DISTRIBUTION Prediction of transient temperatures for an ar-cooled rotating disc p 113 N86-29842 Measurements of fluctuating gas temperatures using compensated fine wire thermocouples p 115 N86-29852 Transient thermal behaviour of a compressor rotor with ventitation.
Advanced Concepts for Avionics/Weapon System Design, Development and Integration [AGARD-CP-343] p. 21 N84-15034 Avionics/crew station integration p. 23 N84-15045 Gudelines and cinteria for the functional integration of avionic systems with crew members in command p. 23 N84-15046 Connecting aircraft and external loads p. 23 N84-15046 Towards the functional partitioning of highly integrated, fault tolerant avionics signal processors p. 24 N84-15047 Advanced F/A-18 avionics p. 24 N84-15048 A video bus for weapon system integration p. 24 N84-15051 First level integrated maintenance in weapons systems p. 25 N84-15051 A practical approach to the design of a new avionic system p. 25 N84-15054 Integration of ICNIA into advanced high performance fighter aircraft p. 28 N84-15059 Application of multifunction strapdown inertial system p. 88 N84-25698 Fight Test Techniques [AGARD-CP-373] p. 41 N84-34396	as sensor for flight control systems p 69 N85-26660 TANKER AIRCRAFT The handling and performance trials needed to clear an aircraft to act as a receiver during air-to-air refuelling p 42 N84-34405 TANKS (COMBAT VEHICLES) Ground evaluation of helicopter air-to-air warfare p 62 N85-22360 TARGET ACQUISITION Software development Design and reality p 4 N83-22114 The lock-on-before-faunch weapon delivery and display/control consideration p 25 N84-15056 Warheads for SAM systems p 142 N84-31257 Optimizing the specifications for an air-surface laser system p 66 N85-26644 A cost-effective night attack system for ground attack aircraft TARGET RECOGNITION Thermal imaging for avionic applications p 13 N83-34893 Avionics concept evaluation at the force level p 22 N84-15038	Interference p 178 N85-19306 TELEPHOTOMETRY Recent HiLat results p 181 N86-27534 TELESCOPES Evaluation of nose, roof, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters TELEVISION CAMERAS The status of LLTV for avionic applications p 13 N83 34892 TELLURIUM Optical bistability in Cd(x)Hg(1 x)Te p 236 N85-29760 TEMPERATURE DEPENDENCE The heat sensitivity of solid propellants p 60 N85-17043 TEMPERATURE DISTRIBUTION Prediction of transient temperatures for an ar-cooled rotating disc p 113 N86-29842 Measurements of fluctuating gas temperatures using compensated fine were thermocouples p 115 N86-29856 Transient thermal behaviour of a compressor rotor with ventifiation Test results under simulated engine
Advanced Concepts for Avionics/Weapon System Design, Development and Integration [AGARD-CP-343] Avionics/crew station integration 23 N84-15042 Guidelines and criteria for the functional integration of avionic systems with crew members in command 23 N84-15042 Connecting aircraft and external loads 24 N84-15046 Towards the functional partitioning of highly integrated, fault tolerant avionics signal processors 24 N84-15047 Advanced F/A-18 avionics 24 N84-15048 A video bus for weapon system integration 24 N84-15059 First level integrated maintenance in weapons systems 25 N84-15054 A practical approach to the design of a new avionic system 26 N84-15059 Application of ICNIA into advanced high performance inchipter aircraft 28 N84-15059 Application of multifunction strapdown inertial system 28 N84-15059 Application of multifunction strapdown inertial system 28 N84-25699 Flight Test Techniques (AGARD-CP-373) Autopolio performance evaluation Torrado experience	as sensor for flight control systems p 69 N85-26660 TANKER AIRCRAFT The handling and performance trials needed to clear an aircraft to act as a receiver during air-to-air refuelling p 42 N84-34405 TANKS (COMBAT VEHICLES) Ground evaluation of helicopter air-to-air warfare p 62 N85-22360 TARGET ACQUISITION Software development Design and reality p 4 N83-22114 The lock-on-before-launch weapon delivery and display/control consideration p 25 N84-15056 Warheads for SAM systems p 142 N84-31257 Optimizing the specifications for air air-surface laser system p 66 N85-2664 A cost-effective night attack system for ground attack aircraft TARGET RECOGNITION Thermal imaging for avionic applications p 13 N83-34893 Avionics concept evaluation at the force level p 22 N84-15038 Design adequacy. An effectiveness factor	Interference p 178 N85-19306 TELEPHOTOMETRY Recent HiLat results p 181 N86-27534 TELESCOPES Evaluation of nose, roof, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters p 56 N85-16808 TELEVISION CAMERAS The status of LLTV for avionic applications TELLURIUM Optical bistability in Cd(x)Hg(1 x)Te p 236 N85-29760 TEMPERATURE DEPENDENCE The heat sensitivity of solid propellants p 60 N85-17043 TEMPERATURE DISTRIBUTION Prediction of transient temperatures for an ar-cooled rotating disc p 113 N86-29842 Measurements of fluctuating gas temperatures using compensated fine wire thermocouples p 115 N86-29852 Transient thermal behaviour of a compressor rotor with ventilation Test results under simulated engine conditions
Advanced Concepts for Avionics/Weapon System Design, Development and Integration [AGARD-CP-343] p. 21 N84-15034 Avionics/crew station integration p. 23 N84-15045 Gudelines and cinteria for the functional integration of avionic systems with crew members in command p. 23 N84-15046 Connecting aircraft and external loads p. 23 N84-15046 Towards the functional partitioning of highly integrated, fault tolerant avionics signal processors p. 24 N84-15047 Advanced F/A-18 avionics p. 24 N84-15048 A video bus for weapon system integration p. 24 N84-15051 First level integrated maintenance in weapons systems p. 25 N84-15051 A practical approach to the design of a new avionic system p. 25 N84-15054 Integration of ICNIA into advanced high performance fighter aircraft p. 28 N84-15059 Application of multifunction strapdown inertial system p. 88 N84-25698 Fight Test Techniques [AGARD-CP-373] p. 41 N84-34396	as sensor for flight control systems p 69 N85-26660 TANKER AIRCRAFT The handling and performance trials needed to clear an aircraft to act as a receiver during air-to-air refuelling p 42 N84-34405 TANKS (COMBAT VEHICLES) Ground evaluation of helicopter air-to-air warfare p 62 N85-22360 TARGET ACQUISITION Software development Design and reality p 4 N83-22114 The lock-on-before-faunch weapon delivery and display/control consideration p 25 N84-15056 Warheads for SAM systems p 142 N84-31257 Optimizing the specifications for an air-surface laser system p 66 N85-26644 A cost-effective night attack system for ground attack aircraft TARGET RECOGNITION Thermal imaging for avionic applications p 13 N83-34893 Avionics concept evaluation at the force level p 22 N84-15038	Interference p 178 N85-19306 TELEPHOTOMETRY Recent HiLat results p 181 N86-27534 TELESCOPES Evaluation of nose, roof, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters TELEVISION CAMERAS The status of LLTV for avionic applications p 13 N83 34892 TELLURIUM Optical bistability in Cd(x)Hg(1 x)Te p 236 N85-29760 TEMPERATURE DEPENDENCE The heat sensitivity of solid propellants p 60 N85-17043 TEMPERATURE DISTRIBUTION Prediction of transient temperatures for an ar-cooled rotating disc p 113 N86-29842 Measurements of fluctuating gas temperatures using compensated fine were thermocouples p 115 N86-29856 Transient thermal behaviour of a compressor rotor with ventifiation Test results under simulated engine

p 78 N84-12115

p 81 N85-10021

Problems and opportunities with three-dime

N83-30496

The measurement of local heat transfer coefficients in

Measurements of fluctuating gas temperatures using

Environmental Effects on Materials for Space

Uninstalled aero engine testing in operation in the Royal

Process Modeling Applied to Metal Forming and Thermomechanical Processing (AGARD-LS-137) p 158 N85-15086

Multiaxial and thermomechanical fatigue considerations damage tolerant design p 109 N86-2537 REE DIMENSIONAL BODIES

information with emphasis on solid modelling applications p 197 N86-19631

Computing the three dimensional boundary layer

Boundary layer development on rotating bodies of evolution p 102 N84-16204

Experimental and theoretical studies of parietal viscous

AGARD-R-719 p 194 N85-25784
Three-dimensional boundary layers and shear flows activities at ONERA/CERT p 194 N85-25785

Three-dimensional boundary layers. A report on work

Description of current work in the UK on three immensional boundary layer research at NLR p. 195. N85-25787

Brief review of current work in the UK on three immensional boundary layers p. 195. N85-25788

p 195

ndaries in a single stage transonic compressor p.103 N84-16206

nical-mechanical interaction in ge

THERMOMECHANICAL TREATMENT

sensing and display

applications p 197
THREE DIMENSIONAL BOUNDARY LAYER

Three-Dimensional Boundary Layers

p 114 N86-29848

p 115 N86-29852

p 135 N83-30479

p 132 N84-25731

gears p 94 N85-23785

of three-dimensional

p 102 N84-162-10

TIME

operation

blade cooling geometries

compensated fine wire thermocouples

THERMODYNAMIC PROPERTIES

THERMOCOUPLES

Force

p 131 N84-25726

p 131 N84-25727

p 131 N84-25728

p 131 N84-25729

sea level test beds

p 132 N84-25730

p 132 N84-29894

THERMODYNAMICS

| AGARD-R-7191

boundary layers --- aircraft, missile, and ship components p 195 N85-25789

TEMPERATURE MEASUREMENT PERATURE MEASUREMENT blade cooling geometries RAF Prestock ERATURE PROBES TEMPERATURE PROFILES The pressure deflagration limit TEMPERATURE SENSORS blading TEMPLATES Inside a speech recognition machine TENSILE STRENGTH performance of carbon fibre laminates TERMINAL GUIDANCE TERRAIN resources, arctic sea ice, and agriculture TERRAIN FOLLOWING AIRCRAFT experience A new technique for terrain following guidance command generation
TEST CHAMBERS AGARD-LS 132 tests in sea-level test cells Testing of turboshaft engines TEST FACILITIES LAGARD-LS-1321

and low illumination as a function of particulate irradiation p 137 N83-30491 Thermal consequences of localized SAR from RFR p 179 N85-27130 Heat-flux measurements and analysis for a rotating the measurement of local heat transfer coefficients in ade cooling geometries p 114 N86-29848 An optical pyrometer to measure turbine blade surface miperature profile to measure future above surface p 115 N86-29849
High frequency response heat flux gauge for metal lading p 115 N86-29850
Measurements of fluctuating gas temperatures using p 115 N86-29852
TEMPERATURE MEASURING INSTRUMENTS The isentropic light piston annular cascade facil ity at p 115 N86-29851 An optical pyrometer to measure turbine blade surface p 115 N86-29849 of solid rocket p 61 N85-17046 ency response heat flux gauge for metal p 115 N86-29850 p 166 NB3-34187 The effect of damage on the tensile and compressive Terminal control for command to line of sight guided p 142 N64-31252 Calculation of ground wave attenuation over irregular, inhomogeneous. layered media using PROGRAM WAGNER p 166 N84-12369 Radar and infrared remote sensing of terrain, water p 202 N84-15651 A radio interference model for western Europe p 171 N84-24963 A comparison between predicted and measured propagation loss in the VHF/UHF range in rugged terrain p 175 N85-19285 Applications of digital terrain data in flight operations p 89 N86-26324 Observations of physiological and psychological effects terrain tollowing flight based on in-flight test experience p 229 N85-19657 p 89 N86-26325 Hypobaric training of flight personnel without compromising quality of life p 228 N86 30327
TEST EQUIPMENT Operational and Performance Measurement on Engines in Sea Level Test Facilities p 130 N84-25723 Operation and performance measurement on engines in sea-level test facilities. Introduction and general survey p 131 N84-25724
Aero, thermodynamic and acoustic considerations in the p 131 N84-25725
Development testing Use of sea level test beds and p 131 N84-25726

design of test beds for turbojets and turbofans ngs
Performance derivation of turbojets and turbofans from
n 131 N84-25728 p 131 N84-25728 p 131 N84-25729 Operational and Performance Measurement on Engines Sea Level Test Facilities p 130 N84-25723 Operation and performance measurement on engines in sea-level test facilities. Introduction and general survey. p. 131 N84-25724 Aero/thermodynamic and acoustic considerations in the design of test-beds for turbojets and turbotans p 131 N84-25725 Development testing. Use of sea level test beds and

instrumentation techniques in sea level test facilities

A survey of biodynamic test devices and methods

Real time flight test conduction and monitoring p 43 N84-34414

tests in sea-level test cells

Testing of turboshaft engines

Data acquisition and processing in

Performance derivation of turbojets and turbofans from

ness and explosiveness assessment at Perme bbey p 58 N85-17029 Waltham Abbey AIRLAB A laboratory for flight-crucial-electron p 63 N85-22362 THERMAL CONDUCTIVITY Basic cryogenics and r THERMAL CONTROL COATINGS p 135 N63-30482 THERMAL CYCLING TESTS Thermal cycling tests on mail space applications p 137 In-flight evalution of LCF life consum otion of critical rotor components subjected to high transient thermal p 104 N85-15734 THERMAL EXPANSION The effect of space environment on the thermal distortion of polymer matrix composites p 135 N83-30484 THERMAL FATIGUE Thermal cycling tests on materials and components for space applications p 137 N83-30496 Cumulative damage modeling of fatigue crack growth p 105 NBS-15741 Engine cyclic durability by analysis and material p 106 N85-15744 Basic cryogenics and materials p 133 N86-20417 THERMAL PROTECTION Transition description iree-dimensional flows prediction in p 194 N84-33761 Cooling techniques for turbojet pre-heater channels p 114 N86-29847 THERMAL RADIATION Thermal imaging for avionic applications p.13 N83-34893 p 154 N84-10213 THERMAL RESISTANCE The Navy program to develop rep and strategic materials THERMAL STABILITY acements for critical p 151 N84-33478 Hazard Studies for Solid Propellant Rocket Motors [AGARD-CP-367] p 58 N85-17025 p 58 N85-17025 p 133 N86-20417 nics and materials Basic cryogenics at THERMAL STRESSES In-flight evalution of LCF life consumption of critical rotor components subjected to high transient thermal stress ent thermal stress p 104 N85-15734 Monitoring engine thermal stresses p 104 N85-15735 The role of thermal and stress analyses in the application damage tolerant design p 108 N86-25366 of damage tolerant design THERMAL VACUUM TESTS Effects of long duration exposure to simulate environment on nonmetallic materials properties to simulated space p 136 N83-30489 The effect of space environment p 137 N83-30492 polymer matrix composite
THERMOCHROMATIC MATERIALS

REE DIMENSIONAL FLOW Aerodynamics of Vortical Type Flows in Three AGARD-CP-3421 p 75 N84-12099 On issues concerning flow separation and vortical flows three dimensions p 75 N84-12100 in three dimensions p.75 NB4-12100 The vortex skeleton model for three-dimensional steady p 76 N84-12101 Visualization of vortical type flows in three dime p 76 N84-12107 Viscous, three-dimensional flow separations from high-wing propeller-turbine nacelle models Theoretical modelling of three-dimensional vortex flows aerodynamics p 78 N84-12116 in aerodynamics The Performance of Antennas in Their Operational [AGARD-LS-131] p 166 N84-12367 Effects of a skewed inlet end wall boundary layer on the 3-D flow field in an annular turbine cascade p 102 Flow measurements in the stator row of a single-stage transonic axial-flow compressor with controlled diffusion ator blades p 103 N84-16209 Special Course on Stability and Transition of Laminar AGARD-R-7091 p 193 N84-33757 p 193 N84-33759 description and preduction all flows Boundary-layer linear stability theory Transition three-dimensional flows Transonic wing and far field test data on a high aspec ratio transport wing for three dimensional computational method evaluation in Propulsion Systems (AGARD-LS-1401 potential flow equations wings THRESHOLDS (PERCEPTION) THRUST CONTROL rendezvous

method evaluation p.81 N85-10/21
Turbulent bubbles behind airfoils and wings at high angle of attack p.52 N85-16779
Aerodynamic issues in the design of high-lift systems for transport aircraft p.52 N85-16780
Application of two and three-dimensional criteria for calculating transitions and boundary layers over swept wings p.52 N85-16789
p.52 N85-16783
p.52 N85-16783
p.52 N85-16783
p.53 N85-16783
p.54 N85-16783
p.54 N85-16783
p.55 N85-1678 Unsteady transonic aerodynamic and aeroelastic calculations about airfoils and wings p 65 N85-25185
Three-Dimensional Techniques Applied to Internal Flows An analysis of flow models From Navier-Stokes to ptential flow equations p 195 N85-32295 Computation of three-dimensional, inviscid, rotational ows p 196 NB5-32296
An elliptic calculation procedure for 3-D viscous flow p 196 NB5-32297
A 3-D Euler method for internal transonic flows computation with a multi-domain approach p 196 N85-32298
Performance evaluation of flow in turbomachinery blade rows p 196 NB5-32299

Numerical solution of the Navier-Stokes equations for 3-D internal flows: An emerging capability p 196 N85-32300 Aerodynamic method used in France for advanced fast propeller study
Reference test cases and contributors p 83 N86-15261 Numerical solutions for three-dimensional cases: Sweptings p 83 N86-15263 Numerical solutions for three-dimensional cases: Delta ings p 83 N86-15264 Recent developments in three-dimensional wake p 84 N86-15273 Unsteady three-dimensional flow theory via material unctions p 148 N86-27260 Thresholds for detection of linear oscillation following p 219 N85-31810 The influence of sensor and in Ground based testing without wind p 40 N84-25634 THRUST MEASUREMENT A technique to determine lift and drag polars in flight p 41 NB4-34402 THRUST REVERSAL Test techniques for jet effects on lighter aircraft p 36 N84-23589 THUNDERSTORMS Diversity reception of COMSTAR 19/29 GHz satellite beacons in convective rain climate of Florida, 1978 p 163 N83-30897 1981 TILT ROTOR AIRCRAFT Helicopter aeromechanics: Introduction and historical

Dynamic control of inbound flights for minimum cost p. 86 N83-22186

IAD-A1424671

TIME DEPENDENCE	TOROIDS	medium p 172 N84-24966
Numerical solutions of the Euler equations simulating	Distortion of a narrow radio beam in a convective medium p 172 N84-24966	TRANSIENT RESPONSE
vortex flows around wings p 78 N84:12120	TORQUE	Analysis of the transient response of temporal artery
Recent developments in the measurement of	Overcoming unobservability in 3-axis stabilization of	blood flow data relative to various anti-G suit pressure
time-dependent pressures p 37 N84-23601	satellites p 138 N84-24610	schedules p 229 N85-19660
TIME DIVISION MULTIPLE ACCESS	Advanced gearbox technology in small turbo propeller	TRANSITION FLOW
Propagation Aspects of Frequency Sharing, interference	engines p 92 N85-23771	Vortex breakdown A two-stage transition
and System Diversity (AGARD-CP-332) p 160 N83-30873	TOXIC HAZAROS	p 79 N84-12124
	Laboratory studies of aircrew chemical protective	Description and prediction of transition in
Some propagational aspects of frequency allocation and frequency sharing p 160 N83-30875	ensemble Effects on pilots' performance	two-dimensional, incompressible flow
	p 207 N84-21066	p 193 N84-33758
	Hydrazine and the F-16 p 221 N85-31826	Study of the transition behavior of an airplane in the
Radio regulatory aspects of frequency sharing	TOXICITY	vicinity of bifurcation points p 149 N86-27266
p 160 N83-30877	Occupational Medicine Relevant to Aviation Medicine (AGARD-CP-341) p 213 N84-33011	TRANSMISSION EFFICIENCY
Interference and sharing at medium frequency. Skywave	[AGARD-CP-341] p 213 N84-33011 Hydrazine toxicology Impact on safety and health in	Fundamental limitations caused by RF propagation
propagation considerations p 161 N83-30880		p 160 N83-30874
The application of real-time model update by oblique	military aviation p 213 N84-33013 A comparative study in the animal of the toxicity of the	TRANSMISSION LOSS
ionospheric sounders to frequency sharing p. 161 N83-30883	combustion products of diverse materials	A comparison between predicted and measured
	p 213 N84-33015	propagation loss in the VHF/UHF range in rugged
TIME DIVISION MULTIPLEXING Electro-optic techniques for VLSI interconnect	Hydrazine and the F-16 p 221 N85-31826	terrain p 175 N85-19285
p 239 N85-29774	TRACE ELEMENTS	TRANSMISSIONS (MACHITIE ELEMENTS)
Monolithic silicon bipolar circuits for gigabit	Vacuum recycling effect on minor elements in	Gears and Power Transmission Systems for Helicopters
applications p.187 N86-28342	superalloys p 151 N84-33481	and Turboprops
TIME LAG	Trace elements in superalloys and the implications for	[AGARD-CP-369] p 91 N85-23765
Adaptive signal processing for radio communications	recycling p 151 N84-33484	Summary of drive-train component technology in
p 176 N85-19295	Trace elements and residual elements in superalloys	helicopters p 91 N85-23766
Variability of transionospheric signal time delay at high	p 152 N84-33487	Current transmission systems p 91 N85-23767
latitudes near solar minimum p 181 N86-27536	TRACKING (POSITION)	Helicopter transmission lubricants p 91 N85-23768
TIME MEASUREMENT	in-flight accuracy and coverage tests of ESM- and ECM-systems p 43 N84-34412	Special power train requirements for the next generation
A system for measuring the characteristics of the	Computer analysis of visual and vestibular oculomotor	of rotary-wing aircraft p 92 N85-23769
ionospheric channel by digital transmissions	function in the medical selection of their aircrew	A state of the art assessment of turboprop transmission
p 175 N85-19287	members p : 186-30319	technology and projected needs for the next generation p 92 N85-23770
TIMING DEVICES	TRACKING PROBLEM	•
Numerical optical computing at the Ohio State	Designing improved tracking regular ing highly	The helicopter transmission design process p 92 N85-23772
University p 239 N85-29775	maneuverable aircraft fighter air	Software for designing teeth for reduction gears and
TITANIUM ALLOYS	1 N83-22095	transmissions p 92 N85-23773
Problems presented to engine builders by the recycling	TRACKING RADAR	Fine filtration: An attractive route towards lower
of metallic materials - titanium and nickel alloys for aircraft	A review of propagation and scattering factors in	helicopter operating costs p 92 N85-23774
engine parts p 151 N84-33482	remote-sensing and ship-tracking by HF radar	Manufacturing considerations related to aircraft
Disc fatigue life predictions for gas furbine engines	p 203 N84-15655	gearboxes p 93 N85-23778
p 105 N85-15743	Avionics Flight Evaluation System (AFES) p 62 N85-22357	Possible technological answers to new design
AGARD Cooperative Test Progamme on titanium alloy		requirements for power transmission systems
engine disc material p.108 N86-25369	TRAILING EDGE FLAPS Reference test cases and contributors	p 93 N85-23779
Crack growth in near-alpha titanium alloys	p 83 N86-15261	Transmission efficiency measurements and correlations
p 109 N86-25371	TRAILING EDGES	with physical characteristics of the lubricant
Fracture mechanics and LCF properties of engine discs	On the structure of the turbulent vortex	p 93 N85-23781
of Ti 6Ai-4V. Inconel 218 and Udimet 200 P/M-HIP	p 76 N84-12102	Problems of elastic hydrodynamic lubrication of helicopter transmission gears p 94 N85-23784
p 110 N86-25378	Instabilities in trailing vortices. Flow visualization using	helicopter transmission gears p 94 N85-23784 Evolution of the design techniques for helicopter main
TOLERANCES (MECHANICS)	hot-wire anemometry p 76 N84-12103	transmission gearboxes p 94 N85-23789
Damage Tolerance Concepts for Critical Engine	Local and mean heat transfer on the leading and trailing	Do new aircraft need new technologies and certification
Components [AGARD-CP-393] p.107 N86-25360	surfaces of a square-sectioned duct rotating in the	rules? p 95 N85-23795
[AGARD-CP-393] p 107 N86-25360 Damage tolerance concepts for critical engine	orthogonal-mode p 111 N86-29826	Establishment and maintenance of certification
components p. 107 N86-25361	TRAINING AIRCRAFT	standards for helicopter and turboprop power transmission
Damage tolerance design concepts for military	A UK NATS view of the air traffic management requirements in the next decade p 85 N83-22178	systems p 95 N85-23796
	requirements in the next decade p 85 N83-22178	TRANSMITTANCE
		A system to measure LOS atmospheric transmittance
engines p.107 N86-25363	TRAINING ANALYSIS	
	TRAINING ANALYSIS Aeromedical support in military helicopter operations	at 19 GHz p 169 N84-24951
engines p. 107 N86-25363 Parameters that input to application of damage tolerance concepts to critical engine components p. 108 N86-25364	TRAINING ANALYSIS Aeromedical support in military helicopter operations p. 212 N84-26280	TRANSMITTERS
engines — 0.107 N86-25363 Parameters that input to application of damage tolerance concepts to critical engine components —0.108 N86-25364 The role of thermal and stress analyses in the application	TRAINING ANALYSIS Aeromedical support in military helicopter operations p 212 N84-26280 TRAINING DEVICES	TRANSMITTERS HF equipment Receivers, transmitters, synthesizers.
engines p. 107 N86-25363 Parameters that input to application of damage folerance concepts to critical engine components p. 108 N86-25364 The role of thermal and stress analyses in the application of damage tolerant design p. 108 N86-25366	TRAINING ANALYSIS Aeromedical support in military helicopter operations p. 212 N84-26280	TRANSMITTERS HF equipment Receivers, transmitters, synthesizers, and peripherals p 159 N83-30869
engines — 0.107 N86-25363 Parameters that input to application of damage tolerance concepts to critical entitie components. — 108 N86-25364 The role of thermal and stress analyses in the application of damage tolerant design — 108 N86-25366 Damage tolerance acceptance methods in Structural	TRAINING ANALYSIS Aeromedical support in military helicopter operations p 212 N64-26280 TRAINING DEVICES Uninstalled aero engine testing in operation in the Royal Air Force p 132 N84-25731 TRAINING EVALUATION	TRANSMITTERS HF equipment Receivers, transmitters, synthesizers, and peripherals p 159 N83-30869 interaction of antennas with masts under special
engines p. 107 N86-25363 Parameters that input to application of damage tolerance concepts to critical entities components p. 108 N86-25364 The role of thermal and stress analyses in the application of damage tolerance design p. 108 N86-25366 Damage tolerance acceptance methods in structural components of a medium carbon steel and a medium	TRAINING ANALYSIS Aeromedical support in military helicopter operations p.212 N64-26280 TRAINING DEVICES Uninstalled aero engine testing in operation in the Royal Air Force p.132 N84-25731 TRAINING EVALUATION Physical training of Mirage 2000 pilots	TRANSMITTERS HF equipment Receivers, transmitters, synthesizers, and peripherals p. 159 N83-30869 interaction of antennas with masts under special corisideration of the sensitivity and nonlinear effects in
engines p. 107 N86-25363 Parameters that input to application of damage folderance concepts to critical engine components p. 108 N86-25364 The role of thermal and stress analyses in the application of damage tolerance acceptance methods in structural components of a medium carbon steel and a medium strength Al-Mg alloy p. 108 N86-25367	TRAINING ANALYSIS Aeromedical support in military helicopter operations p 212 N64-26280 TRAINING DEVICES Uninstalled aero engine testing in operation in the Royal Air Force p 132 N64-25731 TRAINING EVALUATION Physical training of Mirage 2000 pilots p 227 N66-30324	TRANSMITTERS HE equipment Receivers, transmitters, synthesizers, and peripherals p.159 N83-30869 interaction of antennas with masts under special consideration of the sensitivity and nonlinear effects in ship borne receiving systems p.167 N84-12371
engines — 107 N86-25363 Parameters that input to application of damage tolerance concepts to critical entrine components ————————————————————————————————————	TRAINING ANALYSIS Aeromedical support in military helicopter operations p 212 N84-26280 TRAINING DEVICES Uninstalled aero engine testing in operation in the Royal Air Force p 132 N84-25731 TRAINING EVALUATION Physical training of Mirage 2000 pilots p 227 N86-30324 TRAINING SIMULATORS	TRANSMITTERS HF equipment Receivers, transmitters, synthesizers, and peripherals p. 159 N83-30869 interaction of antennas with masts under special corisideration of the sensitivity and nonlinear effects in
engines p. 107 N86-25363 Parameters that input to application of damage folerance concepts to critical engine components p. 108 N86-25364 The role of thermal and stress analyses in the application of damage folerance design p. 108 N86-25366 Damage folerance acceptance methods in structural components of a medium carbon steel and a medium strength Al-Mg alloy p. 108 N86-25367 AGARD Cooperative Test Progamme on Intanium alloy engine disc material p. 108 N86-25363	TRAINING ANALYSIS Aeromedical support in military helicopter operations p 212 Ne4-26280 TRAINING DEVICES Uninstalled aero engine testing in operation in the Royal Air Force p 132 Ne4-25731 TRAINING EVALUATION Physical training of Mirage 2000 pilots p 227 Ne6-30324 TRAINING SIMULATORS Computer visual simulation of contrast sensitivity deficits	TRANSMITTERS HF equipment Receivers, transmitters, synthesizers, and peripherals p.159 N83-30869 interaction of antennas with masts under special consideration of the sensitivity and nonlinear effects in ship borne receiving systems p.167 N84-12371 Effects of nonlinear loads on antennas and scatterers p.168 N84-12376 TRANSONIC COMPRESSORS
engines — 107 N86-25363 Parameters that input to application of damage tolerance concepts to critical entitine components — 108 N86-25364 — 108 N86-25366 — 108 N86-25369 — 10	TRAINING ANALYSIS Aeromedical support in military helicopter operations p 212 N84-26280 TRAINING DEVICES Uninstalled aero engine testing in operation in the Royal Air Force p 132 N84-25731 TRAINING EVALUATION Physical training of Mirage 2000 pilots p 227 N86-30324 TRAINING SIMULATORS Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure	TRANSMITTERS HF equipment Receivers, transmitters, synthesizers, and peripherals p.159 N83-30869 interaction of antennas with masts under special consideration of the sensitivity and nonlinear effects in ship borne receiving systems p.167 N84-12371 Effects of nonlinear loads on antennas and scatterers. p.168 N84-12376 TRANSONIC COMPRESSORS Application of an invisious interaction method to
engines p. 107 N86-25363 Parameters that input to application of damage tolerance concepts to critical entitine components p. 108 N86-25364 The role of thermal and stress analyses in the application of damage tolerant design p. 108 N86-25366 Damage tolerant design p. 108 N86-25366 Damage tolerance acceptance methods in structural components of a medium carbon steel and a medium strength Al-Mg alloy p. 108 N86-25367 AGARD Cooperative Test Programme on transium alloy engine disc material p. 108 N86-25369 Multiasial and thermomechanical tatigue Junisderations in damage tolerant design p. 109 N86-25379	TRAINING ANALYSIS Aeromedical support in military helicopter operations p. 212 N64-26280 TRAINING DEVICES Uninistalled aero engine testing in operation in the Royal Air Force p. 132 N84-25731 TRAINING EVALUATION Physical training of Mirage 2000 pilots p. 227 N66-30324 TRAINING SIMULATORS Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p. 223 N66-26813	TRANSMITTERS HF equipment Receivers, transmitters, synthesizers and peripherals p.159 N83-30869 interaction of aniennas with masts under special consideration of the sensitivity and nonlinear effects in ship borne receiving systems p.167 N84-12371 Effects of nonlinear loads on antennas and scatterers p.168 N84-12376 TRANSONIC COMPRESSORS Application of an invisiod-viscous interaction method to transonic compressor cascades p.100 N84-16190
engines — 107 N86-25363 Parameters that input to application of damage tolerance concepts to critical entitine components — 108 N86-25364 — 108 N86-25366 — 108 N86-25369 — 10	TRAINING ANALYSIS Aeromedical support in military helicopter operations p 212 N64-26280 TRAINING DEVICES Uninstalled aero engine testing in operation in the Royal Air Force p 132 N64-25731 TRAINING EVALUATION Physical training of Mirage 2000 pilots p 227 N66-30324 TRAINING SIMULATORS Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 TRAJECTORIES	TRANSMITTERS HF equipment Receivers, transmitters, synthesizers, and peripherals p.159 N83.30869 Interaction of antennas with masts under special consideration of the sensitivity and nonlinear effects in ship borne receiving systems p.167 N84-12371 Effects of nonlinear loads on antennas and scatterers p.168 N84-12376 TRANSONIC COMPRESSORS Application of an inviscol-viscous interaction method to transonic compressor cascades p.100 N84-16190 Design of transonic compressor cascades for minimal
engines — 107 N86-25363 Parameters that input to application of damage tolerance concepts to critical entitine components. 108 N86-25364 The role of thermal and stress analyses in the application of damage tolerance design. 108 N86-25366 Damage tolerance acceptance methods in structural components of a medium carbon siteel and a medium strength Al-Mg alloy. 108 N86-25367 AGARD Cooperative Test Programme on titanium alloy engine disc material. 108 N86-25369 Multianial and thermomechanical faltique. Linisiderations in damage tolerant design. 109 N86-25375 Evaluation of Cyclic spin pit tests for the damage.	TRAINING ANALYSIS Aeromedical support in military helicopter operations p 212 N84-26280 TRAINING DEVICES Uninstalled aero engine testing in operation in the Royal Air Force p 132 N84-25731 TRAINING EVALUATION Physical training of Mirage 2000 pilots p 227 N86-30324 TRAINING SIMULATORS Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 TRAIECTORIES Some aspects of flight trajectory control in future avionic	TRANSMITTERS HF equipment Receivers, transmitters, synthesizers and peripherals p.159 N83-30869 interaction of antennas with masts under special consideration of the sensitivity and nonlinear effects in ship borne receiving systems p.167 N84-12371 Effects of nonlinear loads on antennas and scatterers p.168 N84-12376 TRANSONIC COMPRESSORS Application of an invisicid-viscous interaction method to transomic compressor cascades p.100 N84-16190 Design of transonic compressor cascades for minimal shock losses and companion with test results.
engines — 107 N86-25363 Parameters that input to application of damage tolerance concepts to critical entrine components — 108 N86-25364 The role of thermal and stress analyses in the application of damage tolerance design — 108 N86-25366 Damage tolerance acceptance methods in structural components of a medium carbon steel and a medium strength Al-Mg alloy — 108 N86-25367 AGARD Cooperative Test Progamme on Intanium alloy engine disc material — 108 N86-25369 Multisural and thermomechanical faltique — unsiderations in damage tolerance design — 109 N86-25375 Evaluation of cyclic spin pit tests for the damage tolerance of disks — 110 N86-25379 Contribution of furbine blade service failures to a damage tolerance approach — 110 N86-25379 Moticagnes — 110 N86-25389 Moticagnes — 110 N86-25889	TRAINING ANALYSIS Aeromedical support in military helicopter operations p 212 N64-26280 TRAINING DEVICES Uninstalled aero engine testing in operation in the Royal Air Force p 132 N64-25731 TRAINING EVALUATION Physical training of Mirage 2000 pilots p 227 N66-30324 TRAINING SIMULATORS Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 TRAJECTORIES	TRANSMITTERS HE equipment Receivers, transmitters, synthesizers, and peripherals p. 159 N83-30869 interaction of antennas with masts under special consideration of the sensitivity and non-linear effects in ship borne receiving systems p. 167 N84-12371 Effects of nonlinear loads on antennas and scatterers p. 168 N84-12376 TRANSONIC COMPRESSORS Application of an invisicid-viscous interaction method to transonic compressor cascades p. 100 N84-16190 Design of transonic compressor cascades for minimal shock losses and comparison with test results p. 101 N84-16192
engines p. 107 N86-25363 Parameters that input to application of damage tolerance concepts to critical engine components p. 108 N86-25364 The role of thermal and stress analyses in the application of damage tolerand design p. 108 N86-25366 Damage tolerand design p. 108 N86-25366 Damage tolerand design p. 108 N86-25366 Damage tolerand caceptance methods in structural components of a medium carbon steel and a medium strength Al-Mg alloy p. 108 N86-25367 AGARD Cooperative Test Progamme on transium alloy engine disc material p. 108 N86-25369 Multiasial and thermomechanical tatigue _unsiderations in damage tolerand design p. 109 N86-25375 Evaluation of cyclic spin pit tests for the damage tolerance of disks p. 110 N86-25372 Contribution of turbine blade service failures to a damage tolerance approach p. 110 N86-25382 Practical experience with damage tolerance based life	TRAINING ANALYSIS Aeromedical support in military helicopter operations p 212 N84-26280 TRAINING DEVICES Uninstalled aero engine testing in operation in the Royal Air Force p 132 N84-25731 TRAINING EVALUATION Physical training of Mirage 2000 pilots p 227 N86-30324 TRAINING SIMULATORS Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 TRAIECTORIES Some aspects of flight trajectory control in future avionic	TRANSMITTERS HF equipment Receivers, transmitters, synthesizers, and peripherals p. 159 N83-30869 interaction of antennas with masts under special consideration of the sensitivity and non-linear effects in ship borne receiving systems p. 167 N84-12371 Effects of nonlinear loads on antennas and scatterers p. 168 N84-12376 TRANSONIC COMPRESSORS Application of an inviscid-viscous interaction method to transonic compressor cascades p. 100 N84-16190 Design of transonic compressor cascades for minimal shock losses and compansion with test results p. 101 N84-16192 Experimental and theoretical studies of penetal viscous
engines — 107 N86-25363 Parameters that input to application of damage tolerance concepts to critical entitine components — 108 N86-25364 The role of thermal and stress analyses in the application of damage tolerance design — 108 N86-25366 Damage tolerance acceptance methods in structural components of a medium carbon steel and a medium strength Al-Mg alloy — 108 N86-25367 AGARD Cooperative Test Programme on titanium allov engine disc material — 108 N86-25369 Multishail and thermomechanical faltique — insiderations in damage tolerancial design — 109 N86-25375 Evaluation of cyclic spin pit tests for the damage tolerance of disks — 101 N86-25379 Contribution of turbine blade service failures to a damage tolerance approach — 110 N86-25382 Practical expenence with damage tolerance based life extention of turbine engine components	TRAINING ANALYSIS Aeromedical support in military helicopter operations p.212 N84-26280 TRAINING DEVICES Uninstalled aero engine testing in operation in the Royal Air Force p.132 N84-25731 TRAINING EVALUATION Physical training of Mirage 2000 pilots p.227 N86-30324 TRAINING SIMULATORS Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p.223 N86-26813 TRAILECTORIES Some aspects of flight trajectory control in future avionic systems for combat arcraft p.19 N84-12066 TRAILECTORY ANALYSIS Aerothermodynamic flight envelope expansion for a manned lifting reently vehicle (space shuttle)	TRANSMITTERS HF equipment Receivers, transmitters, synthesizers and peripherals p.159 N83-30869 interaction of antennas with masts under special consideration of the sensitivity and nonlinear effects in ship borne receiving systems p.167 N84-12371 Effects of nonlinear loads on antennas and scatterers p.168 N84-12376 TRANSONIC COMPRESSORS Application of an inviscid-viscous interaction method to transonic compressor cascades p.100 N84-16190 Design of transonic compressor cascades for minimal shock losses and comparison with test results p.101 N84-16192 Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor.
engines p. 107 N86-25363 Parameters that input to application of damage tolerance concepts to critical engine components p. 108 N86-25364 The role of thermal and stress analyses in the application of damage tolerance design p. 108 N86-25366 Damage tolerance acceptance methods in structural components of a medium carbon steel and a medium strength Al-Mg alloy p. 108 N86-25367 AGARD Cooperative Test Progamme on titansum alloy engine disc material p. 108 N86-25369 Multiassial and thermomechanical fatigue unsiderations in damage tolerance discs p. 110 N86-25375 Evaluation of cyclic spin pit tests for the damage tolerance of disks p. 110 N86-25379 Contribution of turbine blade service failures to a damage tolerance approach. Practical expenence with damage tolerance based life extention of turbine engine components.	TRAINING ANALYSIS Aeromedical support in military helicopter operations p.212 N84-26280 TRAINING DEVICES Uninstalled aero engine testing in operation in the Royal Air Force p.132 N84-25731 TRAINING EVALUATION Physical training of Mirage 2000 pilots p.227 N86-30324 TRAINING SIMULATORS Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p.223 N86-26813 TRAJECTORIES Some aspects of flight trajectory control in future awionic systems for combat aircraft p.19 N84-12066 TRAJECTORY ANALYSIS Aerothermodynamic flight envelope expansion for a manned lifting reentry vehicle (space shuttle) p.9 N83-30359	TRANSMITTERS HF equipment Receivers, transmitters, synthesizers, and peripherals p. 159 N83-30869 Interaction of antennas with masts under special consideration of the sensitivity and non-linear effects in ship borne receiving systems p. 167 N84-12371 Effects of nonlinear loads on antennas and scatterers. TRANSONIC COMPRESSORS p. 168 N84-12376 TRANSONIC COMPRESSORS p. 100 N84-16190 Design of transonic compressor cascades for minimal shock losses and comparison with test results p. 101 N84-16192 Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor.
engines — 107 N86-25363 Parameters that input to application of damage tolerance concepts to critical entitine components. The role of thermal and stress analyses in the application of damage tolerance design. —108 N86-25366 Damage tolerance acceptance methods in structural components of a medium carbon siteel and a medium strength Al-Mg alloy ——108 N86-25366 AGARD Cooperative Test Progamme on titanium alloy engine disc material ——108 N86-25369 Multiasial and thermomechanical faltique—unsiderations in damage tolerance design —109 N86-25375 Evaluation of cyclic spin pit tests for the damage tolerance of disks ——110 N86-25379 Contribution of turbine blade service failures to a damage tolerance approach ——110 N86-25382 Practical experience with damage tolerance based life extertion of furbine engine components ——111 N86-25383 TOLERANCES (PHYSIOLOGY)	TRAINING ANALYSIS Aeromedical support in military helicopter operations p 212 N84-26280 TRAINING DEVICES Uninstalled aero engine testing in operation in the Royal Air Force p 132 N84-25731 TRAINING EVALUATION Physical training of Mirage 2000 pilots p 227 N86-30324 TRAINING SIMULATORS Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 TRAJECTORIES Some aspects of flight trajectory control in future avionic systems for combal aircraft p 19 N84-12066 TRAJECTORY ANALYSIS Aerothermodynamic flight envelope expansion for a manned lifting reentry vehicle (space shuttle) p 9 N83-30359 Predicted and flight test results of the performance and	TRANSMITTERS HF equipment Receivers, transmitters, synthesizers and peripherals p.159 N83-30869 interaction of antennas with masts under special consideration of the sensitivity and non-innear effects in ship borne receiving systems p.167 N84-12371 Effects of nonlinear loads on antennas and scatterers p.168 N84-12376 TRANSONIC COMPRESSORS Application of an invision-viscous interaction method to transonic compressor cascades p.100 N84-16190 Design of transonic compressor cascades for minimal shock losses and comparison with test results p.101 N84-16192 Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p.103 N84-16206 TRANSONIC FLIGHT
engines — 107 N86-25363 Parameters that input to application of damage tolerance concepts to critical entrine components — 108 N86-25364 The role of thermal and stress analyses in the application of damage tolerance design — 108 N86-25366 Damage tolerance acceptance methods in structural components of a medium carbon steel and a medium strength Al-Mg alloy — 108 N86-25367 AGARD Cooperative Test Progamme on titanium alloy engine disc material — 108 N86-25369 Multishal and thermomechanical faltique — insiderations in damage tolerancial design — 109 N86-25375 Evaluation of cyclic spin pit tests for the damage tolerance of disks — 110 N86-25379 Contribution of turbine blade service failures to a damage tolerance approach — 110 N86-25383 Practical expenence with damage tolerance based life extention of turbine engine components — 111 N86-25383 TOLERANCES (PHYSIOLOGY) Analysis of head motion during simulated, rough water	TRAINING ANALYSIS Aeromedical support in military helicopter operations p.212 N84-26280 TRAINING DEVICES Uninstalled aero engine testing in operation in the Royal Air Force p.132 N84-25731 TRAINING EVALUATION Physical training of Mirage 2000 pilots p.227 N86-30324 TRAINING SIMULATORS Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p.223 N86-26813 TRAJECTORIES Some aspects of flight trajectory control in future avionic systems for combat aircraft p.19 N84-12066 TRAJECTORY ANALYSIS Aerothermodynamic flight envelope expansion for a manned lifting reentry vehicle (space shuttle) p.9 N83-30359 Predicted and flight test results of the performance and stability and control of the space shuttle from reentry to	TRANSMITTERS HF equipment Receivers, transmitters, synthesizers, and peripherals p 159 N83-30869 Interaction of antennas with masts under special consideration of the sensitivity and nonlinear effects in ship borne receiving systems p 167 N84-12371 Effects of nonlinear loads on antennas and scatterers p 168 N84-12376 TRANSONIC COMPRESSORS Application of an inviscol-viscous interaction method to transonic compressor cascades p 100 N84-16190 Design of transonic compressor cascades for minimal shock losses and comparison with test results p 101 N84-16192 Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p 103 N84-16206 TRANSONIC FLIGHT Aeroelastic tailoring of high-aspect-fatio composite
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engines p 107 N86-25363 Parameters that input to application of damage tolerance concepts to critical engine components p 108 N86-25364 The role of thermal and stress analyses in the application of damage tolerance acceptance methods in structural components of a medium carbon steel and a medium strength Al-Mg alloy p 108 N86-25367 AGARD Cooperative Test Progamme on titanium alloy engine disc material p 108 N86-25367 AGARD Cooperative Test Progamme on titanium alloy engine disc material p 108 N86-25369 Multishal and thermomechanical taltique unsiderations in damage tolerancial design p 109 N86-25375 Evaluation of cyclic spin pit tests for the damage tolerance of disks p 110 N86-25379 Contribution of turbine blade service failures to a damage tolerance approach p 110 N86-25383 Practical expenence with damage tolerance based life extention of turbine engine components p 111 N86-25383 TOLERANCES (PHYSIOLOGY) Analysis of head motion during simulated, rough water operation of a 2200 ton surface effect ship p 216 N85-20656 The current status of the RAF programme of densensitisation for motion sick aircretw p 217 N85-20658 TOMOGRAPHY The contribution of nuclear medicine to cardiology p 211 N84-21092 CADAS A computer aided design tool for avionic systems p 27 N84-15065	TRAINING ANALYSIS Aeromedical support in military helicopter operations p.212 N84-26280 TRAINING DEVICES Uninstalled aero engine testing in operation in the Royal Air Force p.132 N84-25731 TRAINING EVALUATION Physical training of Mirage 2000 pilots p.227 N86-30324 TRAINING SIMULATORS Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p.223 N86-26813 TRAJECTORIES Some aspects of flight trajectory control in future avionic systems for combat aircraft p.19 N84-12066 TRAJECTORY ANALYSIS Aerothermodynamic flight envelope expansion for a manned lifting reentry vehicle (space shuttle) p.9 N83-30359 Predicted and flight test results of the performance and stability and control of the space shuttle from reentry to landing p.9 N83-30360 Recent developments in store separation and gnd survey techniques using the ARA Two-Sting Rig. p.36 N84-23595 A self-contained captive trajectory system for a blowdown wind tunnel p.36 N84-23596 The accelerated light model technique of store separation as developed and used at British Aerospace, Brough A new technique for terrain following/ferrain avoidance.	TRANSMITTERS HF equipment Receivers, transmitters, synthesizers, and peripherals p. 159 N83-30869 Interaction of antennas with masts under special consideration of the sensitivity and nonlinear effects in ship borne receiving systems p. 167 N84-12371 Effects of nonlinear loads on antennas and scatterers. TRANSONIC COMPRESSORS Application of an inviscid-viscous interaction method to transonic compressor cascades p. 100 N84-16190 Design of transonic compressor cascades for minimal shock losses and comparison with test results. p. 101 N84-16192 Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p. 103 N84-16206 TRANSONIC FLOHT Aeroelastic tailoring of high-aspect-ratio composite wings in the transonic regime p. 15 N84-11119 Transonic configuration design p. 21 N84-12081 Transonic Configuration design (fighter) P. 103 N84-12082 TRANSONIC FLOW Recent Transonic Flutter Investigation for Wings and Leterial Stores [AD-A128162] p. 117 N83-22215 Flutter investigations in the transonic flow regime for a fighter type aercraft p. 117 N83-22217 Ground/flight correlation on the Alpha-Jet experimental aercraft with a transonic wing: A comparison between wind aercraft with a transonic wing: A comparison between wind aercraft aercraft between the properties of the propert
engines — 107 N86-25363 Parameters that input to application of damage tolerance concepts to critical entitine components. The role of thermal and stress analyses in the application of damage tolerance design — 108 N86-25366. Damage tolerance acceptance methods in Structural components of a medium carbon siteel and a medium strength Al-Mg alloy — 108 N86-25367. AGARD Cooperative Test Programme on titanium alloy engine disc material — 108 N86-25369. Multiasnal and thermomechanical falique _unsiderations in damage tolerance design — 108 N86-25369. Multiasnal and thermomechanical falique _unsiderations in damage tolerance design — 109 N86-25369. Evaluation of cyclic spin pit tests for the damage tolerance of disks — p. 110 N86-25382. Practical expenence with damage tolerance approach — 110 N86-25382. Practical expenence with damage tolerance based life extention of furbine engine components — p. 111 N86-25383. TOLERANCES (PHYSIOLOGY) Analysis of head motion during simulated, rough water operation of a 2200 ton surface effect ship — 2.16 N85-20656. The current status of the RAF programme of densensitisation for motion sick arcrefiv — p. 217 N85-20658. TOMOGRAPHY The contribution of nuclear medicine to cardiology — 2.11 N84-21092. TOOLS CADAS A computer aided design tool for avonce systems — p. 27 N84-15065.	TRAINING ANALYSIS Aeromedical support in military helicopter operations p. 212 N84-26280 TRAINING DEVICES Uninstalled aero engine testing in operation in the Royal Air Force p. 132 N84-25731 TRAINING EVALUATION Physical training of Mirage 2000 pilots p. 227 N86-30324 TRAINING SIMULATORS Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p. 223 N86-26813 TRAJECTORIES Some aspects of flight trajectory control in future avionic systems for combat acroaft p. 27 N86-30324 TRAJECTORIES Aerothermodynamic flight envelope expansion for a manned lifting reentry vehicle (space shuttle) p. 9 N83-30360 Predicted and flight lest results of the performance and stability and control of the space shuttle from reentry to landing Recent developments in store separation and grid survey techniques using the ARA Two-Sting Rig p. 38 N84-23595 A self-contained captive trajectory system for a blowdown wind tunnel p. 36 N84-23595 The accelerated light model technique of store separation as developed and used at British Aerospace, Brough A new technique for terrain following/ferrain avoidance guidance command generation p. 98 N86-28359	TRANSMITTERS HF equipment Receivers, transmitters, synthesizers and peripherals p. 159 N83-30869 Interaction of antennas with masts under special consideration of the sensitivity and nonlinear effects in ship borne receiving systems p. 167 N84-12371 Effects of nonlinear loads on antennas and scatterers p. 168 N84-12376 TRANSONIC COMPRESSORS Application of an invision-viscous interaction method to transonic compressor cascades p. 100 N84-16190 Design of transonic compressor cascades for minimal shock losses and comparison with test results p. 101 N84-16190 Experimental and theoretical studies of penetal viscous boundaries in a single stage transonic compressor p. 103 N84-16206 TRANSONIC FLIGHT Aeroelastic failoring of high-aspect-ratio composite wings in the transonic regime p. 15 N84-12081 Transonic configuration design (fighter) TRANSONIC FLOW Recent Transonic Flutter Investigation for Wings and External Stores [AD-A128162] Flutter investigations in the transonic flow regime for a fighter type arcraft p. 117 N83-22215 Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic aring A comparison between wind funnel and flight results for aerodynamic performance
engines — 107 N86-25363 Parameters that input to application of damage tolerance concepts to critical entrine components — 108 N86-25364 The role of thermal and stress analyses in the application of damage tolerance acceptance methods in structural components of a medium carbon steel and a medium strength Al-Mg alloy — 108 N86-25367 AGARD Cooperative Test Programme on Intanium alloy engine disc material — 108 N86-25367 AGARD Cooperative Test Programme on Intanium alloy engine disc material — 108 N86-25367 AGARD Cooperative Test Programme on Intanium alloy engine disc material — 108 N86-25369 Multisural and thermomechanical faltique — insiderations in damage tolerance design — 109 N86-25375 Evaluation of cyclic spin pit tests for the damage tolerance approach — 110 N86-25379 Contribution of turbine blade service fallures to a damage tolerance approach — 110 N86-25383 Practical expenence with damage tolerance based life extention of turbine engine components TOLERANCES (PMYSIOLOGY) Analysis of head motion during simulated, rough water operation of a 2200 ton surface effect ship — 121 N86-25383 TOLERANCES (PMYSIOLOGY) The current status of the RAF programme of densensitisation for motion sick aircraw — 121 N86-25658 TOMOGRAPHY The contribution of nuclear medicine to cardiology — 121 N84-21092 TOOLS CADAS A computer aided design tool for avionic systems TOPOGRAPHY A Computer-generated topographic display system for navigation and mesion planning in heticopters	TRAINING ANALYSIS Aeromedical support in military helicopter operations p 212 N84-26280 TRAINING DEVICES Uninstalled aero engine testing in operation in the Royal Air Force p 132 N84-25731 TRAINING EVALUATION Physical training of Mirage 2000 pilots p 227 N86-30324 TRAINING SIMULATORS Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 TRAIECTORIES Some aspects of flight trajectory control in future avonic systems for combat arcraft p 19 N84-12066 TRAIECTORY ANALYSIS Aerothermodynamic flight envelope expansion for a manned lifting reentry vehicle (space shuttle) p 9 N83-30359 Predicted and flight test results of the performance and stability and control of the space shuttle from reentry to landing Recent developments in store separation and grid survey techniques using the ARA Two-Sting Rig p 36 N84-23595 A self-contained captive trajectory system for a blowdown wind tunnel Blowdown wind tunnel Blowdown wind tunnel Blowdown wind tunnel Blowdown p 37 N84-23596 The accelerated light model technique of store separation as developed and used at British Aerospace, Brough A new technique for terrain following/terrain avoidance guidance command generation TRAIECTORY Near Assurizements Trajectory measurements for take-off and landing tests and other short-range applications, volume 16	TRANSMITTERS HF equipment Receivers, transmitters, synthesizers and peripherals p 159 N83-30869 Interaction of antennas with masts under special consideration of the sensitivity and nonlinear effects in ship borne receiving systems p 167 N84-12371 Effects of nonlinear loads on antennas and scatterers p 168 N84-12376 TRANSONIC COMPRESSORS Application of an inviscid-viscous interaction method to transonic compressor cascades p 100 N84-16190 Design of transonic compressor cascades for minimal shock losses and comparison with test results p 101 N84-16192 Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p 103 N84-16206 TRANSONIC FLOHIT Aeroelastic tailoring of high-aspect-ratio composite wings in the transonic regime p 15 N84-11119 Transonic configuration design p 21 N84-12082 TRANSONIC FLOW Recent Transonic Flutter Investigation for Wings and Leterial Stores p 117 N83-22215 Flutter investigations in the transonic flow regime to a fighter type aeroratic p 117 N83-22217 Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing A comparison between wind tunnel and flight results for seriodynamic performance p 9 P 9 N83-30361
engines p 107 N86-25363 Parameters that input to application of damage tolerance concepts to critical entrine components p 108 N86-25364 The role of thermal and stress analyses in the application of damage tolerance acceptance methods in structural components of a medium carbon steel and a medium strength Al-Mg alloy p 108 N86-25366 AGARD Cooperative Test Progamme on transum alloy engine disc material p 108 N86-25375 Evaluation of cyclic spin pit tests for the damage tolerance of disks p 110 N86-25375 Evaluation of cyclic spin pit tests for the damage tolerance of disks p 110 N86-25375 Contribution of turbine blade service failures to a damage tolerance approach p 110 N86-25383 TOLERANCES (PHYSIOLOGY) Analysis of head motion during simulated, rough water operation of a 2200 ton surface effect ship p 216 N85-20656 The current status of the RAF programme of densensitisation for motion sick aircraw p 217 N85-20656 TOLEGANNES CADAS A computer aided design tool for avionic systems p 27 N84-15085 TOPOGRAPHY A Computer-generated topographic display system for navigation and mission planning in helicopters	TRAINING ANALYSIS Aeromedical support in military helicopter operations p.212 N84-26280 TRAINING DEVICES Uninstalled aero engine testing in operation in the Royal Air Force p.132 N84-25731 TRAINING EVALUATION Physical training of Mirage 2000 pilots p.227 N86-30324 TRAINING SIMULATORS Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p.223 N86-26813 TRAJECTORIES Some aspects of flight trajectory control in future awonic systems for combat aircraft p.19 N84-12066 TRAJECTORY ANALYSIS Aerothermodynamic flight envelope expansion for a manned lifting reentry vehicle (space struttle) p.9 N83-30359 Predicted and flight test results of the performance and stability and control of the space shuttle from reentry to landing p.9 N83-30360 Recent developments in store separation and gnd survey techniques using the ARA Two-Sting Rig p.36 N84-23596 A self-contained captive trajectory system for a blowdown wind tunnel p.36 N84-23596 The accelerated light model technique of store separation as developed and used at British Aerospace, Brough A new technique for terrain following/terrain avoidance guidance command generation p.89 N86-26325 TRAJECTORY MASUREMENT Trajectory measurements for take-off and landing tests	TRANSMITTERS HF equipment Receivers, transmitters, synthesizers and peripherals p. 159 N83-30869 Interaction of antennas with masts under special consideration of the sensitivity and nonlinear effects in ship borne receiving systems p. 167 N84-12371 Effects of nonlinear loads on antennas and scatterers p. 168 N84-12376 TRANSONIC COMPRESSORS Application of an inviscid-viscous interaction method to transonic compressor cascades p. 100 N84-16190 Design of transonic compressor cascades for minimal shock losses and comparison with test results p. 101 N84-16192 Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p. 103 N84-16206 TRANSONIC FLIGHT Aeroelastic failoring of high-aspect-ratio composite wings in the transonic regime p. 15 N84-11119 Transonic configuration design (fighter) TRANSONIC FLOW Recent Transonic Flutter Investigation for Wings and External Stores [AD-A128162] Flutter investigations in the transonic flow regime for a fighter type arcraft p. 117 N83-22215 Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing A comparison between wind funded and flight results for aerodynamic performance
engines — 107 N86-25363 Parameters that input to application of damage tolerance concepts to critical entitine components — 108 N86-25364 The role of thermal and stress analyses in the application of damage tolerance design — 108 N86-25366 Damage tolerance acceptance methods in structural components of a medium carbon steel and a medium strength Al-Mg alloy — 108 N86-25367 AGARD Cooperative Test Programme on titanium alloy engine disc material — 108 N86-25369 Multishal and thermomechanical faltique — insiderations in damage tolerancial design — 109 N86-25375 Evaluation of cyclic spin pit tests for the damage tolerance of disks — p. 110 N86-25379 Contribution of turbine blade service failures to a damage tolerance approach — p. 110 N86-25382 Practical expenence with damage tolerance based life extention of turbine engine components TOLERANCES (PHYSIOLOGY) Analysis of head motion during simulated, rough water operation of a 2200 ton surface effect ship — p. 216 N85-20656 The current status of the RAF programme of densensitisation for motion sick aircraw TOMOGRAPHY The confibitions of for aircraw — p. 217 N85-20658 TOMOGRAPHY A computer-generated topographic displey system for navigation and mission planning in helicopters — p. 55 N85-18600 A compansion between predicted and measured	TRAINING ANALYSIS Aeromedical support in military helicopter operations p 212 N84-26280 TRAINING DEVICES Uninstalled aero engine testing in operation in the Royal Air Force p 132 N84-25731 TRAINING EVALUATION Physical training of Mirage 2000 pilots P 227 N86-30324 TRAINING SIMULATORS Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 TRAJECTORIES Some aspects of flight trajectory control in future avionic systems for combat acroaft p 19 N84-12066 TRAJECTORIES Aerothermodynamic flight envelope expansion for a manned lifting reentry vehicle (space shuttle) p 9 N83-30369. Predicted and flight lest results of the performance and stability and control of the space shuttle from reentry to landing p 9 N83-30360. Recent developments in store separation and grid survey techniques using the ARA Two-Sting Rig. D 36 N84-23595 A self-contained captive trajectory system for a blowdown wind tunnel p 36 N84-23596. The accelerated light model technique of store separation as developed and used at British Aerospace, Brough A new technique for terrain following/ferrain avoidance guidance command generation p 89 N84-23597 A new technique for terrain following/ferrain avoidance guidance command generation p 19 N86-25350 TRAJECTORY MEASUREMENT Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-180-VOL-18] p 197 N85-25801	TRANSMITTERS HF equipment Receivers, transmitters, synthesizers, and peripherals p. 159 N83-30869 Interaction of antennas with masts under special consideration of the sensitivity and nonlinear effects in ship borne receiving systems p. 167 N84-12371 Effects of nonlinear loads on antennas and scatterers p. 168 N84-12376 TRANSONIC COMPRESSORS Application of an inviscid-viscous interaction method to transonic compressor cascades p. 100 N84-16190 Design of transonic compressor cascades for minimal shock losses and comparison with test results p. 101 N84-16192 Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p. 103 N84-16206 TRANSONIC FLIGHT Aeroelastic failoring of high-aspect-ratio composite wings in the transonic regime p. 15 N84-11191 Transonic configuration design (fighter) Transonic Configuration design (fighter) TRANSONIC FLOW Recent Transonic Flutter Investigation for Wings and External Stores [AD-A128162] Flutter investigations in the transonic flow regime for a fighter type arcraft p. 117 N83-22215 Flutter investigations in the transonic flow regime for a fighter type arcraft p. 117 N83-22215 Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing: A comparison between wind turnel and flight results for servedynamic performance p. 9 N83-30361 Ground/flight correlation on the Alpha-Jet experimental experi
engines p. 107 N86-25363 Parameters that input to application of damage tolerance concepts to critical engine components p. 108 N86-25364 The role of thermal and stress analyses in the application of damage tolerance design p. 108 N86-25366 Damage tolerance acceptance methods in structural components of a medium carbon steel and a medium strength Ali-Mig alloy p. 108 N86-25367 AGARD Cooperative Test Progamme on Itansium alloy engine disc material p. 108 N86-25369 Multisarial and thermomechanical tatique unsiderations in damage tolerant design p. 109 N86-25375 Evaluation of cyclic spin pit tests for the damage tolerance of disks p. 110 N86-25375 Contribution of turbine blade service failures to a damage tolerance approach p. 110 N86-25383 Tolerance approach p. 110 N86-25383 Tolerance approach p. 111 N86-25383 Tolerance approach p. 111 N86-25383 Tolerance approach p. 110 N86-25383 Tolerance approach p. 110 N86-25383 Tolerance approach p. 111 N86-25383 Tolerance approach p. 110 N86-25383 Tolerance approach p. 111 N86-25383 Tolerance approach p. 110 N86-25383	TRAINING ANALYSIS Aeromedical support in military helicopter operations p.212 N84-26280 TRAINING DEVICES Uninstalled aero engine testing in operation in the Royal Air Force p.132 N84-25731 TRAINING EVALUATION Physical training of Mirage 2000 pilots TRAINING SIMULATORS Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p.223 N86-26813 TRAISECTORIES Some aspects of flight trajectory control in future avionic systems for combat arcraft p.19 N84-12066 TRAISECTORY ANALYSIS Aerothermodynamic flight envelope expansion for a manned lifting reentry vehicle (space shuttle) p.9 N83-30359 Predicted and flight test results of the performance and stability and control of the space shuttle from reentry to landing p.9 N83-30380 Recent developments in store separation and grid survey techniques using the ARA Two-Sting Rig p.36 N84-23595 A self-contained captive trajectory system for a blowdown wind turnel p.36 N84-23596 The accelerated light model technique of store separation as developed and used at British Aerospace, Brough p.37 N84-25997 A new technique for terrain following/terrain avoidance guidance command generation p.98 N86-26355 TRAISECTORY MEASUREMENT Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-16] p.197 N85-25801 TRAISECTORIMATIONS (MATNEMATICS) Strapdown system algorithms p.87 N84-25594	TRANSMITTERS HF equipment Receivers, transmitters, synthesizers and peripherals p 159 N83-30869 Interaction of antennas with masts under special consideration of the sensitivity and nonlinear effects in ship borne receiving systems p 167 N84-12371 Effects of nonlinear loads on antennas and scatterers p 168 N84-12376 TRANSONIC COMPRESSORS Application of an invisicity viscous interaction method to transonic compressor cascades p 100 N84-16190 Design of transonic compressor cascades for minimal shock losses and comparison with test results p 101 N84-16190 Experimental and theoretical studies of penetal viscous boundaries in a single stage transonic compressor p 103 N84-16206 TRANSONIC FLIGHT Aeroelastic failoring of high-aspect-ratio composite wings in the transonic regime p 15 N84-11119 Transonic configuration design p 21 N84-12081 Transonic configuration design (fighter) P 101 N84-12082 TRANSONIC FLOW Recent Transonic Flutter Investigation for Wings and External Stores [AD-N-128162] p 117 N83-22215 Flutter investigations in the transonic flow regime for a fighter type aircraft p 117 N83-22215 Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison between wind funcil and flight results for aerodynamic performance p 9 N83-30361 Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison of the wing pressure distribution and local wilks survey from analytical, wind funcil and flight results p 9 N83-30361
engines p 107 N86-25363 Parameters that input to application of damage tolerance concepts to critical engine components p 108 N86-25364 The role of thermal and stress analyses in the application of damage tolerance acceptance methods in structural components of a medium carbon steel and a medium strength Al-Mg alloy p 108 N86-25367 AGARD Cooperative Test Progamme on titanium alloy engine disc material p 108 N86-25367 AGARD Cooperative Test Progamme on titanium alloy engine disc material p 108 N86-25369 Multishal and thermomechanical taltique unsiderations in damage tolerancial design p 109 N86-25375 Evaluation of cyclic spin pit tests for the damage tolerance of disks p 110 N86-25379 Contribution of turbine blade service failures to a damage tolerance approach p 110 N86-25383 Practical expenence with damage tolerance based life extention of turbine engine components p 111 N86-25383 TOLERANCES (PHYSIOLOGY) Analysis of head motion during simulated, rough water operation of a 2200 ton surface effect ship p 216 N85-20656 The current status of the RAF programme of densensitisation for motion sick aircretw p 21 N84-21092 TOMOGRAPHY The contribution of nuclear medicine to cardiology p 211 N84-21092 CADAS A computer aided design tool for synonic systems p 75 N84-15065 A computer-generated topographic display system for negotiation and mission planning in helicopters p 55 N85-16800 A compansion between predicted and messured propagation loss in the VHF/UHF range in rugged	TRAINING ANALYSIS Aeromedical support in military helicopter operations p.212 N84-26280 TRAINING DEVICES Uninstalled aero engine testing in operation in the Royal Air Force p.132 N84-25731 TRAINING EVALUATION Physical training of Mirage 2000 pilots p.227 N86-30324 TRAINING SIMULATORS Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p.223 N86-26813 TRAIECTORIES Some aspects of flight trajectory control in future avionic systems for combat aircraft p.19 N84-12066 TRAIECTORY ANALYSIS Aerothermodynamic flight envelope expansion for a manned lifting reentry vehicle (space shuttle) p.9 N83-30359 Predicted and flight test results of the performance and stability and control of the space shuttle from reentry to landing p.9 N83-30360 Recent developments in store separation and grid survey techniques using the ARA Two-Sting Rig A self-contained captive trajectory system for a blowdown wind tunnel p.36 N84-23596 The accelerated light model technique of store separation as developed and used at British Aerospace, Brough A new technique for terrain following/terrain avoidance guidance command generation p.9 N86-26325 TRAIECTORY MEASUREMENT Trajectory measurements for take-off and landing tests and other short-range applications, volume 18 [AGARDA-G-160-VOL-16] p.197 N85-25801 TRAINESTORIES TRAINESTORIES TRAINESTORIES TRAINESTO	TRANSMITTERS HF equipment Receivers, transmitters, synthesizers, and peripherals p 159 N83-30869 Interaction of antennas with masts under special consideration of the sensitivity and nonlinear effects in ship borne receiving systems p 167 N84-12371 Effects of nonlinear loads on antennas and scatterers. TRANSONIC COMPRESSORS p 168 N84-12376 TRANSONIC COMPRESSORS p 168 N84-12376 TRANSONIC COMPRESSORS p 100 N84-16190 Design of transonic compressor cascades p 100 N84-16190 Design of transonic compressor cascades for minimal shock losses and comparison with test results p 101 N84-16190 Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p 103 N84-16206 TRANSONIC FLOHT Aeroelastic tailoring of high-aspect-ratio composite wings in the transonic regime p 15 N84-11119 Transonic configuration design p 21 N84-12081 Transonic configuration design p 21 N84-12081 Transonic Configuration design p 10 N84-12081 TRANSONIC FLOW Recent Transonic Flutter Investigation for Wings and External Stores [AD-A128162] p 117 N83-22215 Flutter investigations in the Iransonic flow regime for a fighter type aericatif in the Iransonic performance p 9 N83-30361 Ground/flight correlation on the Alpha-Jet experimental aerical with a transonic wing: A comparison between wind furnel and flight results for aerical with experimental aerical with a transonic wing: A comparison of the wing pressure distribution and local wake survey from analytical, wind tunnel and flight results for aerical tunnel and flight results for aerical vision on the Alpha-Jet experimental aerical with a transonic wing: A comparison of the wing pressure distribution and local wake survey from analytical, wind tunnel and flight results for aerical vision and flight testils for aerical vision and f
engines planameters that input to application of damage tolerance concepts to critical entitine components planameters that input to application of damage tolerance concepts to critical entities and stress analyses in the application of damage tolerance design planameters that application of damage tolerance acceptance methods in structural components of a medium carbon steel and a medium strength Al-Mg alloy planameters planameters and a medium strength Al-Mg alloy planameters planameters and a medium strength Al-Mg alloy planameters planameters planameters and a medium strength Al-Mg alloy planameters planame	TRAINING ANALYSIS Aeromedical support in military helicopter operations p.212 N84-26280 TRAINING DEVICES Uninstalled aero engine testing in operation in the Royal Air Force p.132 N84-25731 TRAINING EVALUATION Physical training of Mirage 2000 pilots TRAINING SIMULATORS Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p.223 N86-26813 TRAISECTORIES Some aspects of flight trajectory control in future avionic systems for combat arcraft p.19 N84-12066 TRAISECTORY ANALYSIS Aerothermodynamic flight envelope expansion for a manned lifting reentry vehicle (space shuttle) p.9 N83-30359 Predicted and flight test results of the performance and stability and control of the space shuttle from reentry to landing p.9 N83-30380 Recent developments in store separation and grid survey techniques using the ARA Two-Sting Rig p.36 N84-23595 A self-contained captive trajectory system for a blowdown wind turnel p.36 N84-23596 The accelerated light model technique of store separation as developed and used at British Aerospace, Brough p.37 N84-25997 A new technique for terrain following/terrain avoidance guidance command generation p.98 N86-26355 TRAISECTORY MEASUREMENT Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-16] p.197 N85-25801 TRAISECTORIMATIONS (MATNEMATICS) Strapdown system algorithms p.87 N84-25594	TRANSMITTERS HF equipment Receivers, transmitters, synthesizers and peripherals p. 159 N83-30869 Interaction of antennas with masts under special consideration of the sensitivity and non-linear effects in ship borne receiving systems p. 167 N84-12371 Effects of nonlinear loads on antennas and scatterers p. 168 N84-12376 TRANSONIC COMPRESSORS Application of an invision-visious interaction method to transonic compressor cascades p. 100 N84-16190 Design of transonic compressor cascades for minimal shock losses and comparison with test results p. 101 N84-16190 Experimental and theoretical studies of panetal visious boundaries in a single stage transonic compressor p. 103 N84-16206 TRANSONIC FLIGHT Aeroelastic failoring of high-aspect-ratio composite wings in the transonic regime p. 15 N84-11119 Transonic configuration design (fighter) TRANSONIC FLOW Recent Transonic Flutter Investigation for Wings and External Stores [AD-N-128162] p. 117 N83-22215 Flutter investigations in the transonic flow regime for a fighter type aircraft p. 117 N83-22215 Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing: A comparison of the wing pressure distribution and local walks survey from analytical, wind linear land regime p. 159-30-3061

TRANSONIC FLUTTER SUBJECT INDEX

Special Course on Subsonic/Transonic Aerodynamic	TRANSONIC SPEED	A course of advanced to the course account of
Interference for Aircraft	Transonic drag rise and drag reduction by active/passive	A review of advanced turboprop transport activities p 70 N86-11148
[AGARD-R-712] p 19 N84-12072	boundary layer control p 85 N86-15275	Problems of the integration of propellers in airframes.
Subsonic/Transonic Aerodynamic Interference for Aircraft Introductory remarks p 20 N84-12073	TRANSONIC WIND TUNNELS Operational experience with the National Transonic	especially for high performance twin-engine aircraft p 73 N86-11165
Subsonic/transonic viscous interactions	Facility p 32 N84-23565	Design considerations for application of taminar flow
p 20 N84-12075 Transonic empirical configuration design process	The European Transonic Windtunnel (ETW)	control systems to transport aircraft p 84 N86-15270 identification of aircraft characteristics including gust
p 20 N84-12079	p 32 N84-23566 A review and an update of the FDP Specialists Meeting	induced dynamic effects p 148 N86-27263
Application of an inviscid-viscous interaction method to transonic compressor cascades p 100 N84-16190	(London) on Wall Interference in Wind Tunnels	TRAVELING WAVES Waves on vortex cores and their relation to vortex
A coupling method for the inverse mode calculation of	p 33 N84-23570	breakdown p 80 N84-12128
transonic internal flows with a shock wave	A short note on recent advances in the adaptive wall technique for 3D-model tests at the TU-Berlin	TRIBOLOGY
p 101 N84-16194 Two-dimensional wind tunnel wall interference	p 33 N84-23571	Gears and Power Transmission Systems for Helicopters and Turboprops
(AD-A138964) p 81 N84-20499	Turbulent diffuser flow studies related to the design of the ETW diffuser p 33 N84-23572	[AGARD-CP-369] p 91 N85-23765
Transonic shock interaction with a tangentially-injected turbulent boundary layer p 54 N85-16796	Disturbances from ventilated tunnel walls in aerofoil	Chemical-mechanical interaction in gears p 94 N85-23785
Transonic Unsteady Aerodynamics and its Aeroelastic	testing p 33 N84-23573	Wear reduction by lubricants in confined contacts
Applications	High Reynolds number tests of the cast 10-2/DOA2 transonic airfoil at ambient and cryogenic temperature	p 94 N85-23786
[AGARD-CP-374] p 63 N85-25171 Transonic pressure distributions on a two-dimensional	conditions p 33 N84-23575	TROPOSPHERE D-1 statistical model of tropospheric multipath
0012 and supercritical MBB-A3 profile oscillating in heave	Prediction of condensation onset and growth in the European Transonic Wind Tunnel (ETW)	propagation p 168 N84-24944
and pitch p 63 N85-25173	p 34 N84-23578	A GaAs refractometer for tropospheric studies
Numerical studies of unsteady transonic flow over oscillating airfoil p 63 N85-25174	Design of advanced technology maneuvering aircraft	p 170 N84-24952 D-19 evaluating the height of tropospheric conduction
Analysis of transonic aerodynamic characteristics for a	models for the National Transonic Facility p 36 N84-23590	of evaporation p 171 N84-24962
supercritical airfoil oscillating in heave, pitch and with oscillating flap p 64 N85-25175	Design of a wind tunnel afterbody model for the	Considerations pertinent to propagation prediction methods applied to airborne microwave equipment
Calculation of harmonic aerodynamic forces of aerofoils	development of a transonic combat aircraft	p 172 N84-24970
and wings from the Euler equations p 64 N85-25177	p 36 N84-23591 Pressure distributions measured on research wing M100	Propagation of wide bandwidth signals in a tropospheric
Calculation of unsteady transonic separated flows by viscous-inviscid interaction p 64 N85-25178	mounted on an axisymmetric body p 81 N85-10023	ducting system p 173 N85-19271 Media effects on systems in the high latitude region
A semi-empirical unsteady transonic method with	Pressure distributions measured on research wing M86	p 181 N86-27533
supersonic free stream p 64 N85-25179 Improvement and extension of a numerical procedure	mounted on an axisymmetric body p.81 N85-10024 Design and construction of models for the National	TROPOSPHERIC SCATTERING
for the three dimensional unsteady transonic flows	Transonic Facility, part 1 p 133 N86-20419	Influence of propagation in digital wireless beam, microwave links p 174 N85-19277
p 65 N85-25181	Design and construction of models for the National Transonic Facility, part 2 p 133 N86-20420	Measurements and predictions of multipath dispersion
Application of time-linearized methods to oscillating wings in transonic flow and flutter p 65 N85-25182	The T2 cryogenic induction tunnel in Toulouse	for troposcatter links p 175 N85-19289
Computation of unsteady transonic flows about	p 134 N86-20424	Media effects on systems in the high latitude region p 181 N86-27533
two-dimensional and three-dimensional AGARD standard	The European Transonic Windtunnel (ETW) project p.134 N86-20427	TUNING FORK GYROSCOPES
configurations p.65 N85-25183 Calculation of unsteady transonic flow around a high	The NASA Langley 0.3-m transonic cryogenic tunnel	Strapdown inertial systems for tactical missiles using mass unbalanced two-axis rate gyros
swept wing p 65 N85-25184	p 134 N86-20428	p 87 N84-25696
Unsteady transonic aerodynamic and aeroelastic calculations about airfoils and wings p.65. N85-25185	The US National Transonic Facility, part 1 p 134 N86-20429	TURBIDITY
The development of unsteady transonic 3-D full potential	The US National Transonic Facility, part 2	Effect of multiple scattering on the propagation of light beams in dense nonhomogeneous media
code and its aeroelastic applications p 65 N85-25187	p 134 N86-20430 Other cryogenic wind-tunnel projects	p 171 N84-24959
Data set 9 LANN wing Pitching oscillation p.82 N85-31030	p 135 N86-20431	TURBINE BLADES Compressor and turbine blade boundary layer
An elliptic calculation procedure for 3-D viscous flow	TRANSPORT AIRCRAFT	
		separation p 101 N84-16196
p 196 N85-32297	Flutter and steady/unsteady aerodynamic	Potential of metal-matrix composites as superalloy
p 196 N85-32297 Aerodynamic method used in France for advanced fast	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p.117 N83-22218	Potential of metal-matrix composites as superalloy substitutes p 150 N84-33474
p 196 N85-32297	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p.117 N83-22218 Experimental investigations of transport aircraft low	Potential of metal-matrix composites as superalloy
p 196 N85-32297 Aerodynamic method used in France for advanced fast propellier study p 71 N86-11149 Objectives and scope of the Working Group 07 p 82 N86-15257	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p. 117 N83-22218 Experimental investigations of transport aircraft low speed engine interference effects and flight test	Potential of metal-matrix composites as superalloy substitutes p 150 N84:33474 Problems and possibilities for life extensioning as turbine components p 105 N85:15742 Experiences with the material bevaviour and high
p 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study p71 N86-11149 Objectives and scope of the Working Group 07 p 82 N86-15257 Exact solutions to transonic and supersonic flows	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p.117 N83-22218 Experimental investigations of transport aircraft low speed engine interference effects and flight test correlation p.10 N83-30364 Aeroelastic design of civil transports at the project	Potential of metal-matrix composites as superalloy substitutes p 150 N84:33474 Problems and possibilities for life extension in gas turbine components p 105 N85-15742 Experiences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738
p 196 N85-32297 Aerodynamic method used in France for advanced fast propellier study p 71 N86-11149 Objectives and scope of the Working Group 07 p 82 N86-15257	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings. Experimental investigations of transport aircraft low speed engine interference effects and flight test correlation. P10 N83-30364 Aeroelastic design of civil transports at the project stage.	Potential of metal-matrix composites as superalloy substitutes p 150 N84-33474 Problems and possibilities for life extension in gas turbine components p 105 N85-15742 Experiences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 Cyclic endurance testing of the RB211-228 cast HP
p 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study p71 N86-11149 Objectives and scope of the Working Group 07 p 82 N86-15257 Exact solutions to transonic and supersonic flows p 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p.117 N83-22218 Experimental investigations of transport aircraft low speed engine interference effects and flight test correlation p.10 N83-30364 Aeroelastic design of civil transports at the project stage. The initial design of active control systems for a flexible aircraft p.16 N84-11120.	Potential of metal-matrix composites as superalloy substitutes p 150 N84:33474 Problems and possibilities for life extension in gas turbine components p 105 N85-15742 Experiences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 Cyclic endurance testing of the RB211-22B cast HP turbine blade p 106 N85-15747
p 196 N85-32297 Aerodynamic method used in France for advanced last propeller study p 71 N86-11149 Objectives and scope of the Working Group 07 p 82 N86-15257 Exact solutions to transonic and supersonic flows p 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications (AGARD CP-374 ADD 1) p 85 N86-19299	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p. 117 N83-22218 Experimental investigations of transport aircraft low speed engine interference effects and flight test correlation p. 10 N83-30364 Aeroelastic design of civil transports at the project stage p. 15 N84-11120 The initial design of active control systems for a flexible aircraft Computational vortex flow aerodynamics	Potential of metal-matrix composites as superalloy substitutes p 150 N84:33474 Problems and possibilities for life extension in gas turbine components p 105 N85-15742 Experiences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 Cyclic endurance testing of the RB211-228 cast HP turbine blade p 106 N85-15747 Verification of life prediction through component testing p 106 N85-15748 N85-15748
p 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study p71 N86-11149 Objectives and scope of the Working Group 07 p 82 N86-15257 Exact solutions to transonic and supersonic flows p 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p. 117 N83-22218 Experimental investigations of transport aircraft low speed engine interference effects and flight test correlation p. 10 N83-30364 Aeroelastic design of civil transports at the project stage p. 15 N84-11120 The initial design of active control systems for a flexible aircraft p. 16 N84-11215 Computational vortex flow aerodynamics p. 78 N84-12117	Potential of metal-matrix composites as superalloy substitutes p 150 N84.33474 Problems and possibilities for life extensioning as surbine components p 105 N85-15742 Expenences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 Cyclic endurance testing of the RB211-228 cast HP trubne blade P 106 N85-15747 Verification of life prediction through component testing Three-Dimensional Techniques Applied to internal Flows
p 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study p 71 N86-11149 Objectives and scope of the Working Group 07 p 82 N86-1557 Exact solutions to transonic and supersonic flows p 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications (AGARD-CP-374-ADD-1) p 85 N86-19299 Introduction to cryogenic wind tunnets p 132 N86-20416 Review of SMP 1984 Symposium on Transonic Unsteady	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p. 117 N83-22218 Experimental investigations of transport aircraft tow speed engine interference effects and flight test correlation p. 10 N83-30364 Aeroelastic design of civil transports at the project stage p. 15 N84-11120 The initial design of active control systems for a flexible aircraft p. 16 N84-11125 Computational vortex flow aerodynamics p. 78 N84-12117 Auxiliary power units for wide-body aircraft p. 99 N84-12174	Potential of metal-matrix composites as superalloy substitutes of metal-matrix p 150 N84-33474 Problems and possibilities for life extensioning as turbine components p 105 N85-15742 Experiences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 Cyclic endurance testing of the RB211-228 cast HP turbine blade p 106 N85-15748 Yerification of life prediction through component testing p 106 N85-15748 Three-Dimensional Techniques Applied to Internal Flows in Propulsion Systems
p 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study Dejectives and scope of the Working Group 07 p 82 N86-15257 Exact solutions to transonic and supersonic flows p 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications i ALSARD-CP-374 ADD 11 p 85 N86-19299 Introduction to cryogenic wind tunnets p 132 N86-20416 Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p. 117 N83-2218 Experimental investigations of transport aircraft low speed engine interference effects and flight test correlation p. 10 N83-30364 Aeroelastic design of civil transports at the project stage. The initial design of active control systems for a flexible aircraft p. 16 N84-11120 Computational vortex flow aerodynamics p. 78 N84-1217 Auxiliary power units for wide-body aircraft p. 99 N84-12174 Two decades of air carrier jet operation.	Potential of metal-matrix composites as superalloy substitutes p 150 N84.33474 Problems and possibilities for life extensioning as surbine components p 105 N85-15742 Expenences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 Cyclic endurance testing of the RB211-228 cast HP trubne blade P 106 N85-15747 Verification of life prediction through component testing Three-Dimensional Techniques Applied to internal Flows
p 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study p71 N86-11149 Objectives and scope of the Working Group 07 p 82 N86-15257 Exact solutions to transonic and supersonic flows p 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications i AGARD €P-374 ADD 11 p 85 N86-19299 Introduction to cryogenic wind tunnels p 132 N86-20416 Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p 144 N86-27236	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p. 117 N83-22218 Experimental investigations of transport aircraft tow speed engine interference effects and flight test correlation p. 10 N83-30364 Aeroelastic design of civil transports at the project stage p. 15 N84-11120 The initial design of active control systems for a flexible aircraft p. 16 N84-11125 Computational vortex flow aerodynamics p. 78 N84-12117 Auxiliary power units for wide-body aircraft p. 99 N84-12174	Potential of metal-matrix composites as superalloy substitutes of p. 150 N84-33474 Problems and possibilities for life extension in gas turbine components p. 105 N85-15742 Experiences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p. 106 N85-15740 Cyclic endurance testing of the RB211-22B cast HP turbine blade p. 106 N85-15740 Verification of life prediction through component testing three-Dimensional Techniques Applied to Internal Flows in Propulsion Systems [AGARD-US-140] p. 195 N85-32293 A. 3-D. Euler method for internal transonic flows computation with a multi-domain approach
p 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study Dejectives and scope of the Working Group 07 p 82 N86-15257 Exact solutions to transonic and supersonic flows p 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications i ALSARD-CP-374 ADD 11 p 85 N86-19299 Introduction to cryogenic wind tunnets p 132 N86-20416 Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings immental investigations of transport aircraft low speed engine interference effects and flight test correlation p. 10 N83-30364. Aeroelastic design of civil transports at the project stage p. 15 N84-11120. The initial design of active control systems for a flexible aircraft p. 16 N84-11125. Computational vortex flow aerodynamics p. 78 N84-12117. Auxiliary power units for wide-body aircraft p. 99 N84-12174. Two decades of air carrier jet operation. p. 28 N84-15080. Fluid dynamic aspects of turbine engine testing p. 35 N84-23586.	Potential of metal-matrix composites as superalloy substitutes p 150 N84-33474 Problems and possibilities for life extension in gas turbine components p 105 N85-15742 Expenences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 Cyclic endurance testing of the RB211-22B cast HP jurbine blade p 106 N85-15747 Verification of life prediction through component testing p 106 N85-15748 Three-Dimensional Techniques Applied to Internal Flows in Propulsion Systems [AGARD-LS-140] p 195 N85-32293 A 3-D Euler method for internal transonic flows computation with a multi-domain approach p 196 N85-32298
p 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study p 71 N86-11149 Objectives and scope of the Working Group 07 p 82 N86-1557 Exact solutions to transonic and supersonic flows p 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications (AGARD-CP-374-ADD-11 p 85 N86-19299 Introduction to cryogenic wind tunnels p 132 N86-20416 Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p 144 N86-27236 Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p 144 N86-27237 Wind tunnel and flight test analysis and evaluation of	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p. 117. N83-22218 Experimental investigations of transport aircraft low speed engine interference effects and flight test correlation p. 10. N83-30364. Aeroelastic design of civil transports at the project stage p. 15. N84-11120. The initial design of active control systems for a flexible aircraft p. 16. N84-11121. Computational vortex flow aerodynamics p. 78. N84-12117. Auxiliary power units for wide-body aircraft p. 99. N84-12174. Two decades of air carrier jet operation p. 28. N84-12080. Fluid dynamic aspects of turbine engine testing p. 35. N84-2586. The handling and performance trials needed to clear.	Potential of metal-matrix composites as superalloy substitutes p 150 N84-33474 Problems and possibilities for life extensioning as turbine components p 105 N85-15742 Expenences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 Cyclic endurance testing of the RB211-228 cast HP urbine blade p 106 N85-15747 Verification of life prediction through component testing p 106 N85-15748 Three-Dimensional Techniques Applied to Internal Flows in Propulsion Systems IAGARD-LS-140] p 195 N85-32293 A 3-D Euler method for internal transonic flows computation with a multi-domain approach p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32301
p 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study Dipectives and scope of the Working Group 07 p 82 N86-15257 Exact solutions to transonic and supersonic flows p 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications [AGARD CP 374 ADD 11] p 85 N86-19299 Introduction to cryogenic wind tunnels p 132 N86-20416 Review of SMP 1964 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p 144 N86-27236 Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p 144 N86-27237 Wind tunnel and flight test analysis and evaluation of the buffet phenomena for the alpha jet transonic wing	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p. 117 N83-22218 Experimental investigations of transport aircraft low speed engine interference effects and flight test correlation p. 10 N83-30364 Aeroelastic design of civil transports at the project stage p. 15 N84-11120 The initial design of active control systems for a flexible aircraft p. 16 N84-11125 Computational vortex flow aerodynamics p. 78 N84-12117 Auxiliary power units for wide-body aircraft p. 99 N84-12174 Two decades of air carrier jet operation p. 28 N84-15080 Fluid dynamic aspects of turbine engine testing p. 35 N84-23566 The handling and performance trials needed to clear an aircraft to act as a receiver during air-to-air refuelling p. 42 N84-34405	Potential of metal-matrix composites as superalloy substitutes or pi 150 - N84-33474 Problems and possibilities for life extension in gas turbine components p 105 - N85-15742 Experences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 - N85-15746 Cyclic endurance testing of the RB211-228 cast HP turbine blade p 106 - N85-15746 Verification of life prediction through component testing p 106 - N85-15746 Three-Dimensional Techniques Applied to Internal Flows in Propulsion Systems AGARD-LS-140 p 195 - N85-32293 A 3-D Euler method for internal transonic flows computation with a multi-domain approach p 196 - N85-32298 Calculation of 3-D flow without numerical mixing p 196 - N85-32301 Contribution of turbine blade service failures to a damage
p 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study Objectives and scope of the Working Group 07 p 82 N86-15149 Exact solutions to transonic and supersonic flows p 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications [AGARD CP 374 ADD 11 p 85 N86-19299] Introduction to cryogenic wind tunnels p 132 N86-20416 Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p 144 N86-27236 Wind tunnel and flight test analysis and evaluation of the buffet phenomena for the alpha jet transonic wing p 145 N86-27239 New dynamic testing techniques and related results at	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p. 117 N83-22218 Experimental investigations of transport aircraft low speed engine interference effects and flight test correlation p. 10 N83-30364 Aeroelastic design of civil transports at the project stage. The initial design of active control systems for a flexible aircraft p. 184-11120 Computational vortex flow aerodynamics p. 78 N84-11217 Auxiliary power units for wide-body aircraft p. 99 N84-12174 Two decades of air carrier jet operation p. 28 N84-12174 Two decades of air carrier jet operation p. 28 N84-12586 Fluid dynamic aspects of turbine engine testing p. 35 N84-25866. The handling and performance trials needed to clear an aircraft to act as a receiver during air-to-air refuelling p. 42 N84-34405 Design and test requirements for development of loday's	Potential of metal-matrix composites as superalloy substitutes p 150 N84-33474 Problems and possibilities for life extension in gas turbine components p 105 N85-15742 Experiences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 Cyclic endurance testing of the RB211-22B cast HP turbine blade p 106 N85-15746 Verification of life prediction through component testing p 106 N85-15746 Three-Dimensional Techniques Applied to Internal Flows in Propulsion Systems p 196 N85-32293 A 3-D Euler method for internal transonic flows computation with a multi-domain approach p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32301 Contribution of turbine blade service failures to a damage tolerance approach p 110 N86-25382 Heat Transfer and Cooling in Gas Turbines
p 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study p71 N86-11149 Objectives and scope of the Working Group 07 p 82 N86-15257 Exact solutions to transonic and supersonic flows p 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications [AGARD CP 374 ADD 11] p 85 N86-19299 Introduction to cryogenic wind tunnels p 132 N86-20416 Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p 144 N86-27236 Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p 144 N86-27237 Wind funnel and flight test analysis and evaluation of the buffet phenomena for the alpha jet transonic wing p 145 N86-27239 New dynamic testing techniques and related results at FFA	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings part of the stage of the stag	Potential of metal-matrix composites as superalloy substitutes or p 150 N84-33474 Problems and possibilities for life extension in gas turbine components p 105 N85-15742 Experiences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 Cyclic endurance testing of the R8211-228 cast HP turbine blade p 106 N85-15746 Verification of life prediction through component testing p 106 N85-15746 Three-Dimensional Techniques Applied to Internal Flows in Propulsion Systems AGARD-LS-140 p 195 N85-32293 A 3-D Euler method for internal transonic flows computation with a multi-domain approach p 196 N85-32296 Calculation of 3-D flow without numerical mixing p 196 N85-32201 Contribution of turbine blade service failures to a damage tolerance approach p 110 N86-25382 Heat Transfer and Cooling in Gas Turbines AGARD-CP-390 p 111 N86-29823
p 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study p 71 N86-11149 Objectives and scope of the Working Group 07 p 82 N86-1557 Exact solutions to transonic and supersonic flows p 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications [AGARD CP-374 ADD 1] p 85 N86-19299 Introduction to cryogenic wind tunnels p 132 N86-20416 Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications [P 144 N86-2736] Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p 144 N86-27237 Wind tunnel and flight test analysis and evaluation of the buffet phenomena for the alpha jet transonic wing p 145 N86-27239 New dynamic testing techniques and related results at FFA Standard dynamics model experiments with the	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport superimental investigations of transport aircraft low speed engine interference effects and flight test correlation p. 10 N83-20364. Aeroelastic design of civil transports at the project stage p. 15 N84-11120. The initial design of active control systems for a flexible aircraft p. 16 N84-11125. Computational vortex flow aerodynamics p. 78 N84-12117. Auxiliary power units for wide-body aircraft p. 99 N84-12174. Two decades of air carrier jet operation p. 28 N84-12560. Fluid dynamic aspects of turbine engine testing p. 35 N84-23586. The handling and performance trials needed to clear an aircraft to act as a receiver during air-to-air refuelling p. 42 N84-3405. Design anntest requirements for development of today's engines p. 104 N85-15737. Documentation and separate test program development is most important for test/maintenance.	Potential of metal-matrix composites as superalloy substitutes p 150 N84-33474 Problems and possibilities for life extension in gas turbine components p 105 N85-15742 Expenences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 Cyclic endurance testing of the RB211-228 cast HP turbine blade p 106 N85-15747 Verification of life prediction through component testing p 106 N85-15748 Three-Dimensional Techniques Applied to internal Flows in Propulsion Systems IAGARD-LS-140] p 195 N85-32293 A 3-D Euler method for internal transonic flows computation with a multi-domain approach p 196 N85-32301 Contribution of surbine blade service failures to a damage tolerance approach p 110 N86-23382 Heat Transfer and Cooling in Gas Turbines IAGARD-CP-390]
p 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study p71 N86-11149 Objectives and scope of the Working Group 07 p 82 N86-15257 Exact solutions to transonic and supersonic flows p 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications [AGARD CP 374 ADD 11] p 85 N86-19299 Introduction to cryogenic wind tunnels p 132 N86-20416 Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p 144 N86-27236 Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p 144 N86-27237 Wind funnel and flight test analysis and evaluation of the buffet phenomena for the alpha jet transonic wing p 145 N86-27239 New dynamic testing techniques and related results at FFA	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p. 117. N83-22218 Experimental investigations of transport aircraft low speed engine interference effects and flight test correlation p. 10. N83-30364. Aeroelastic design of civil transports at the project stage. The initial design of active control systems for a flexible aircraft. Computational vortex flow aerodynamics. p. 18.4-1112. Computational vortex flow aerodynamics. p. 78. N84-12117. Auxiliary power units for wide-body aircraft. p. 99. N84-12174. Two decades of air carrier jet operation. p. 28. N84-12174. Two decades of air carrier jet operation. p. 28. N84-12680. Fluid dynamic aspects of turbine engine testing. p. 42. N84-15080. The handling and performance trials needed to clear an aircraft to act as a receiver during air-to-air retuelling. p. 42. N84-34405. Design and test requirements for development of today's engines. P. 104. N85-15737. Documentation and separate test program development is most important for test/maintenance.	Potential of metal-matrix composites as superalloy substitutes of the extension in gas turbine components p. 105 N85-15742 Experiences with the material bevaivour and high temperature low cycle fatigue life prediction of the IN-738 blading alloy p. 106 N85-15746 Cyclic endurance testing of the RB211-22B cast HP turbine blade p. 106 N85-15746 Verification of life prediction through component testing p. 106 N85-15748 Three-Dimensional Techniques Applied to Internal Flows in Propulsion Systems AGARD-LS-140 p. 195 N85-32293 A 3-D Euler method for internal transonic flows computation with a multi-domain approach p. 196 N85-32298 Calculation of 3-D flow without numerical mixing p. 196 N85-32298 Calculation of turbine blade service faitures to a damage tolerance approach p. 110 N86-2582 Heat Transfer and Cooling in Gas Turbines AGARD-CP-390 p. 111 N86-29824 Cooling techniques for gas turbine airfolis A survey p. 111 N86-29824
p 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study Objectives and scope of the Working Group 07 p 82 N86-15257 Exact solutions to transonic and supersonic flows p 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications [AGARD-CP-374-ADD-1] p 85 N86-19299 Introduction to cryogenic wind tunnets p 132 N86-20416 Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p 144 N86-27236 Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p 144 N86-27236 Wind tunnet and flight test analysis and evaluation of the buffet phenomena for the alpha jet transonic wing p 145 N86-27239 New dynamic testing techniques and related results at FFA p 145 N86-27243 Standard dynamics model experiments with the DFVLR/AVA transonic derivative balance p 145 N86-27245 Unsteady interactions of transonic aerofisk with gusts and	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings processed and conventional transport wings processed and conventional transport aircraft low speed engine interference effects and flight test correlation processed engine interference effects and flight test correlation processed	Potential of metal-matrix composites as superalloy substitutes p 150 N84-33474 Problems and possibilities for life extension in gas turbine components p 105 N85-15742 Expenences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 Cyclic endurance testing of the RB211-228 cast HP turbine blade p 106 N85-15746 Verification of life prediction through component testing p 106 N85-15748 Three-Dimensional Techniques Applied to Internal Flows in Propulsion Systems [AGARD-US-140] p 195 N85-3293 A 3-D Euler method for internal transonic flows computation with a multi-domain approach p 106 N85-15748 Calculation of 3-D flow without numerical mixing p 196 N85-3201 Contribution of turbine blade service faultures to a damage tolerance approach Heat Transfer and Cooling in Gas Turbines [AGARD-CP-390] p 111 N86-29824 Cooling techniques for gas turbine arrively as survey p 111 N86-29824 Rotating heat transfer investigations on a multi-pass cooling geometry p 111 N86-29825
p 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study Objectives and scope of the Working Group 07 p 82 N86-15257 Exact solutions to transonic and supersonic flows p 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications [AGARD CP 374 ADD 11] [AGARD CP 374 ADD 11] [AGARD CP 374 ADD 11] [AGARD CP 374 ADD 12] [AGARD CP 374 ADD 13] [AGARD CP 374 ADD 13] [AGARD CP 374 ADD 14] [AGARD CP 374 ADD 15] [AGARD CP 374 ADD 15] [AGARD CP 374 ADD 15] [AGARD CP 374 ADD 16] [AGARD CP 374 ADD 16] [AGARD CP 374 ADD 16] [AGARD CP 374 ADD 17] [AGARD CP 374 ADD 17] [AGARD CP 374 ADD 18] [AGARD CP 37	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p. 117. N83-22218 Experimental investigations of transport aircraft low speed engine interference effects and flight test correlation p. 10. N83-30364. Aeroelastic design of civil transports at the project stage p. 184-11120. The initial design of active control systems for a flexible aircraft p. 16. N84-11121. Computational vortex flow aerodynamics p. 78. N84-12117. Auxiliary power units for wide-body aircraft p. 99. N84-12174. Two decades of air carrier jet operation p. 28. N84-12174. Two decades of air carrier jet operation. p. 28. N84-12174. The handling and performance trials needed to clear an aircraft to act as a receiver during air-to-air refuelling p. 42. N84-3405. Design ain-test requirements for development of today's engines p. 104. N85-15737. Documentation and separate test program development is most important for test/maintenance. p. 49. N85-16745. Aerodynamic issues in the design of high-lift systems for transport aircraft.	Potential of metal-matrix composites as superalloy substitutes p p 150 N84-33474 Problems and possibilities for life extension in gas turbine components p 105 N85-15742 Experiences with the material bevaivour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 Cyclic endurance testing of the RB211-22B cast HP turbine blade p 106 N85-15746 Verification of life prediction through component testing p 106 N85-15746 Three-Dimensional Techniques Applied to Internal Flows in Propulsion Systems [AGARD-LS-140] p 195 N85-32293 A 3-D Euler method for internal transonic flows computation with a multi-domain approach p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow archive latures to a damage tolerance approach p 110 N86-25382 Heat Transfer and Cooling in Gas Turbines [AGARD-CP-390] p 111 N86-29824 Cooling techniques for gas turbine airfolis A survey p 111 N86-29844 Rotating heat transfer investigations on a multi-pass cooling geometry.
p 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study Objectives and scope of the Working Group 07 p 82 N86-15257 Exact solutions to transonic and supersonic flows p 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications [AGARD-CP-374-ADD-1] p 85 N86-19299 Introduction to cryogenic wind tunnets p 132 N86-20416 Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p 144 N86-27236 Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p 144 N86-27236 Wind tunnet and flight test analysis and evaluation of the buffet phenomena for the alpha jet transonic wing p 145 N86-27239 New dynamic testing techniques and related results at FFA p 145 N86-27243 Standard dynamics model experiments with the DFVLR/AVA transonic derivative balance p 145 N86-27245 Unsteady interactions of transonic aerofisk with gusts and	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings processed and conventional transport wings processed and conventional transport aircraft low speed engine interference effects and flight test correlation processed engine interference effects and flight test correlation processed	Potential of metal-matrix composites as superalloy substitutes p 150 N84-33474 Problems and possibilities for life extension in gas turbine components p 105 N85-15742 Expenences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 Cyclic endurance testing of the RB211-228 cast HP turbine blade p 106 N85-15746 Verification of life prediction through component testing p 106 N85-15748 Three-Dimensional Techniques Applied to Internal Flows in Propulsion Systems [AGARD-US-140] p 195 N85-3293 A 3-D Euler method for internal transonic flows computation with a multi-domain approach p 106 N85-15748 Calculation of 3-D flow without numerical mixing p 196 N85-3201 Contribution of turbine blade service faultures to a damage tolerance approach Heat Transfer and Cooling in Gas Turbines [AGARD-CP-390] p 111 N86-29824 Cooling techniques for gas turbine arrively as survey p 111 N86-29824 Rotating heat transfer investigations on a multi-pass cooling geometry p 111 N86-29825
p 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study Objectives and scope of the Working Group 07 p 82 N86-15257 Exact solutions to transonic and supersonic flows p 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications (AGARD CP-374 ADD 11 p 85 N86-19299) Introduction to cryogenic wind tunnels p 132 N86-20416 Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p 144 N86-27237 Wind tunnel and flight test analysis and evaluation of the buffet phenomena for the alpha jet transonic wing p 145 N86-27239 New dynamic testing techniques and related results at FFA Standard dynamics model experiments with the OFVLR/AVA transonic derivative balance p 145 N86-27245 Unsteady interactions of transonic airfolis with gusts and concentrated vortices p 148 N86-27245 ITRANSONIC FLUTTER Recent Transonic Flutter Investigation for Wings and External Stores	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport aircraft low speed engine interference effects and flight test correlation. P. 10. N83-2218 Experimental investigations of transport aircraft low speed engine interference effects and flight test correlation. P. 10. N83-30364. Aeroelastic design of civil transports at the project stage. P. 184-11120. The initial design of active control systems for a flexible aircraft. P. 184-11121. Computational vortex flow aerodynamics. P. 184-11121. Computational vortex flow aerodynamics. P. 184-11217. Auxiliary power units for wide-body aircraft. P. 184-1217. Two decades of air carrier jet operation. P. 28. N84-1217. Two decades of air carrier jet operation. P. 28. N84-1217. The handling and performance trials needed to clear an aircraft to act as a receiver during air-to-air-refuelling. P. 42. N84-34405. Design ain-flest requirements for development of today's engines. P. 104. N85-16737. Documentation and separate test program development is most important for test/maintenance. P. 49. N85-16745. Aerodynamic issues in the design of high-lift systems for transport aircraft. P. 52. N85-16780. Technology developments for laminar boundary layer control on subsonic transport aircraft. P. 53. N85-16787. Guidance and control research flight testing with HFB 320 test aircraft. P. 62. N85-22356.	Potential of metal-matrix composites as superalloy substitutes or material problems and possibilities for life extensioning as turbine components p. 105 M85-15742 Experiences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN-738 blading alloy p. 106 M85-15746 Cyclic endurance testing of the RB211-22B cast HP turbine blade p. 106 M85-15746 Verification of life prediction through component testing properties of the prediction proposed transport of the prediction propulsion Systems [AGARD-LS-140] p. 195 M85-32293 A 3-D Euler method for internal transport flows computation with a multi-domain approach p. 196 M85-32298 Calculation of 3-D flow without numerical mixing p. 196 M85-32298 Calculation of turbine blade service failures to a damage tolerance approach p. 110 M86-25382 Heat Transfer and Cooling in Gas Turbines [AGARD-CP-390] p. 111 M86-29823 Cooling techniques for gas turbine aerfoils A survey p. 111 M86-29824 Rotating heat transfer investigations on a multi-pass cooling geometry p. 111 M86-29824 Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode pressure drop and heat transfer characteristics of
p 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study Objectives and scope of the Working Group 07 p 82 N86-15257 Exact solutions to transonic and supersonic flows p 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications [AGARD-CP-374-ADD-1] p 85 N86-19299 Introduction to cryogenic wind tunnets p 132 N86-20416 Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p 144 N86-27236 Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p 144 N86-27236 Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p 144 N86-27237 Wind tunnet and flight test analysis and evaluation of the buffet phenomena for the alpha jet transonic wing p 145 N86-27239 New dynamic testing techniques and related results at FFA p 145 N86-27245 Standard dynamics model experiments with the OFVLR/AVA transonic derivative balance p 148 N86-27245 Unsteady interactions of transonic airfolis with gusts and concentrated vortices [PRANSONIC FLUTTER] Recent Transonic Flutter Investigation for Wings and External Stores [AD-A128162] p 117 N83-22215	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p. 117 N83-22218 Experimental investigations of transport aircraft low speed engine interference effects and flight test correlation p. 10 N83-30364 Aeroelastic design of civil transports at the project stage. The initial design of active control systems for a flexible aircraft p. 184-11120 The initial design of active control systems for a flexible aircraft p. 184-11121 Computational vortex flow aerodynamics p. 78 N84-12117 Auxiliary power units for wide-body aircraft p. 99 N84-12174 Two decades of air carrier jet operation p. 28 N84-12174 Two decades of air carrier jet operation p. 28 N84-12680 Fluid dynamic aspects of turbine engine testing p. 35 N84-25866 The handling and performance trials needed to clear an aircraft to act as a receiver during air-to-air refuelling p. 42 N84-34405 Design ain-1 test requirements for development of today's engines p. 104 N85-15737 Documentation and separate test program development is most important for test/maintenance p. 49 N85-16745 Aerodynamic issues in the design of high-lift systems for transport aircraft p. 52 N85-16780 Technology developments for laminar boundary layer control on subsonic transport aircraft p. 53 N85-16787 Guidance and control research light testing with HFB	Potential of metal-matrix composites as superalloy substitutes p 150 N84-33474 Problems and possibilities for life extension in gas turbine components p 105 N85-15742 Expenences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 Cyclic endurance testing of the RB211-228 cast HP turbine blade p 106 N85-15747 Verification of life prediction through component testing p 106 N85-15748 Three-Dimensional Techniques Applied to Internal Flows in Propulsion Systems (AGARD-LS-140) p 195 N85-32293 A 3-D Euler method for internal transonic flows computation with a multi-domain approach p 106 N85-15748 Calculation of 3-D flow without numerical mixing p 196 N85-32201 Contribution of turbine blade service failures to a damage tolerance approach p 110 N86-25824 Heat Transfer and Cooling in Gas Turbines (AGARD-CP-390) p 111 N86-29824 Cooling techniques for gas turbine arrivols A survey p 111 N86-29824 Rotating heat transfer investigations on a multi-pass cooling geometry p 111 N86-29825 Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode p 111 N86-29826 Pressure drop and heat transfer characteristics of circular and oblong low aspect ratio pin fins
p 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study Objectives and scope of the Working Group 07 p 82 N86-15257 Exact solutions to transonic and supersonic flows p 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications (AGARD CP-374 ADD 11 p 85 N86-19299) Introduction to cryogenic wind tunnels p 132 N86-20416 Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p 144 N86-27237 Wind tunnel and flight test analysis and evaluation of the buffet phenomena for the alpha jet transonic wing p 145 N86-27239 New dynamic testing techniques and related results at FFA Standard dynamics model experiments with the OFVLR/AVA transonic derivative balance p 145 N86-27245 Unsteady interactions of transonic airfolis with gusts and concentrated vortices p 148 N86-27245 ITRANSONIC FLUTTER Recent Transonic Flutter Investigation for Wings and External Stores	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings. Experimental investigations of transport aircraft low speed engine interference effects and flight test correlation. P10 N83-30364 Aeroelastic design of civil transports at the project stage. p15 N84-11120 The initial design of active control systems for a flexible aircraft. p16 N84-11120 Computational vortex flow aerodynamics. p78 N84-12117 Auxiliary power units for wide-body aircraft. Two decades of air carrier jet operation. p28 N84-12174 Two decades of air carrier jet operation. p28 N84-12174 Two decades of air carrier jet operation. p28 N84-12175 The handling and performance trials needed to clear an aircraft to act as a receiver during air-to-air refuelling. p42 N84-3586 The handling and performance trials needed to clear an aircraft to act as a receiver during air-to-air refuelling p42 N85-1573. Documentation and separate test program development is most important for test/maintenance. p49 N85-16780 Technology developments for iaminar boundary layer control on subsonic transport aircraft p53 N85-16780 Technology developments for iaminar boundary layer control on subsonic transport aircraft p62 N85-16780 Gudance and control research flight testing with HFB 320 test aircraft p62 N85-2255 Demonstration of relaxed stability on a commercial transport or relaxed stability on a commercial transport commercial c	Potential of metal-matrix composites as superalloy substitutes p p 150 N84-33474 Problems and possibilities for life extension in gas turbine components p 105 N85-15742 Experiences with the material bevaivour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 Cyclic endurance testing of the RB211-22B cast HP turbine blade p 106 N85-15746 Verification of life prediction through component testing p 106 N85-15746 Three-Dimensional Techniques Applied to Internal Flows in Propulsion Systems [AGARD-L5-140] p 195 N85-32293 A 3-D Euler method for internal transonic flows computation with a multi-domain approach p 106 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 106 N85-32298 Calculation of 3-D flow without numerical mixing p 106 N85-32298 Calculation of 3-D flow without numerical mixing p 106 N85-32298 Calculation of 3-D flow without numerical mixing p 110 N86-25825 Heat Transfer and Cooling in Gas Turbines (AGARD-CP-390) p 111 N86-29824 Rotating heat transfer investigations on a multi-pass cooling geometry p 111 N86-29825 Local and mean heat transfer on the leading and training surfaces of a square-sectioned duct rolating in the orthogonal-mode p 111 N86-29826 Pressure drop and heat transfer characteristics of circular and oblong low aspect ratio pin fins p 111 N86-29827
p 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study Objectives and scope of the Working Group 07 p 82 N86-15149 Exact solutions to transonic and supersonic flows p 83 N86-15257 Exact solutions to transonic and supersonic flows p 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications [AGARD CP 374 ADD 11] p 85 N86-19299 Introduction to cryogenic wind tunnets p 132 N86-20416 Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p 144 N86-27236 Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p 144 N86-27236 Wind tunnet and flight test analysis and evaluation of the buffet phenomena for the alpha jet transonic wing p 145 N86-27239 New dynamic testing techniques and related results at FFA p 145 N86-27239 New dynamic testing techniques and related results at FFA p 145 N86-27244 Standard dynamics model experiments with the DFVLR/AVA transonic derivative balance p 148 N86-27245 Unsteady interactions of transonic arfolis with gusts and concentrated vortices TRANSONIC FLUTTER Recent Transonic Flutter Investigation for Wings and External Stores [AD-A128162] p 117 N83-22215 A Canadian approach to liutter clearance for external stores Flutter investigations in the transonic flow regime for a	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p. 117. N83-22218 Experimental investigations of transport aircraft low speed engine interference effects and flight test correlation p. 10. N83-30364. Aeroelastic design of civil transports at the project stage p. 15. N84-11120. The initial design of active control systems for a flexible aircraft p. 16. N84-11121. Computational vortex flow aerodynamics p. 78. N84-12117. Auxiliary power units for wide-body aircraft p. 99. N84-12174. Two decades of air carrier jet operation p. 28. N84-12174. Two decades of air carrier jet operation. p. 28. N84-12174. Two decades of air carrier jet operation. p. 28. N84-12174. The handling and performance trials needed to clear an aircraft to act as a receiver during air-to-air refuelling p. 42. N84-34405. Design air-test requirements for development of today is engines. p. 104. N85-15737. Documentation and separate test program development is most important for test/maintenance. p. 49. N85-16745. Aerodynamic issues in the design of high-lift systems for transport aircraft. p. 52. N85-16780. Technology developments for laminar boundary layer control on subsonic transport aircraft p. 122. N85-26745. Realisation of relaxed static stability on a commercial transport.	Potential of metal-matrix composites as superalloy substitutes of metal-matrix composites as superalloy substitutes of metal-matrix p 150 N84-33474 Problems and possibilities for life extension in gas turbine components p 105 N85-15742 Experiences with the material bevaivour and high temperature low cycle fatigue life prediction of the IN-738 blading alloy p 106 N85-15746 Cyclic endurance testing of the RB211-22B cast HP turbine blade p 106 N85-15747 Verification of life prediction through component testing p 106 N85-15748 Three-Dimensional Techniques Applied to Internal Flows in Propulsion Systems [AGARD-LS-140] p 195 N85-32293 A 3-D Euler method for internal transonic flows computation with a multi-domain approach p 106 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32301 Contribution of turbine blade service failures to a damage tolerance approach p 110 N86-23825 Cooling techniques for gas turbines articles A survey p 111 N86-29825 Cooling techniques for gas turbine articles A survey p 111 N86-29825 Local and mean heat transfer investigations on a multi-pass cooling geometry p 111 N86-29825 Local and mean heat transfer characteristics of circular and oblong low aspect ratio pin fins p 111 N86-29825 External heat transfer study on a HP turbine rotor blade p 111 N86-29825
P 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study Objectives and scope of the Working Group 07 p 82 N86-15257 Exact solutions to transonic and supersonic flows p 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications [AGARD CP 374 ADD 11] [AGARD CP 374 ADD 11] [AGARD CP 374 ADD 12] [AGARD CP 374 ADD 13] [AGARD CP 374 ADD 14] [AGARD CP 374 ADD 15] [AGARD CP 374 ADD 15] [AGARD CP 374 ADD 16] [AGARD CP 374 ADD 16] [AGARD CP 374 ADD 16] [AGARD CP 374 ADD 17] [AGARD CP 374 ADD 16] [AGARD CP 374 ADD 17] [AGARD CP 374 ADD 18] [AGARD CP 37	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings. Experimental investigations of transport aircraft low speed engine interference effects and flight test correlation. P10 N83-20218 Experimental investigations of transport aircraft low speed engine interference effects and flight test correlation. P10 N83-30364 Aeroelastic design of civil transports at the project stage. P15 N84-11120 The initial design of active control systems for a flexible aircraft. P16 N84-11121 Computational vortex flow aerodynamics. P18 N84-12117 Auxiliary power units for wide-body aircraft. Two decades of air carrier jet operation. P28 N84-12174 Two decades of air carrier jet operation. P28 N84-12174 Two decades of air carrier jet operation. P28 N84-12174 Two decades of air carrier jet operation. P28 N84-12174 Two decades of air carrier jet operation. P28 N84-12174 Two decades of air carrier jet operation. P28 N84-12174 Two decades of air carrier jet operation. P28 N84-12174 Two decades of air carrier jet operation. P35 N84-23586 The handling and performance trials needed to clear an aircraft to act as a receiver during air-to-air refuelling p44 N85-15737 Documentation and separate test program development is most important for test/maintenance. P49 N85-15737 Documentation and separate test program development is most important for test/maintenance. P49 N85-16780 Technology developments for laminar boundary layer control on subsonic transport aircraft p53 N85-16780 Technology developments for laminar boundary layer control on subsonic transport aircraft p53 N85-16780 Technology developments for laminar boundary layer control on subsonic transport aircraft p62 N85-16780 Technology developments for laminar boundary layer control on subsonic transport aircraft p62 N85-16780 Technology developments for laminar boundary layer control on subsonic transport aircraft p53 N86-16780 Technology development of orelaxed stability on a commercial transport a	Potential of metal-matrix composites as superalloy substitutes p p 150 N84-33474 Problems and possibilities for life extension in gas turbine components p 105 N85-15742 Experiences with the material bevaivour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 Cyclic endurance testing of the RB211-22B cast HP turbine blade p 106 N85-15746 Verification of life prediction through component testing p 106 N85-15746 Three-Dimensional Techniques Applied to Internal Flows in Propulsion Systems [AGARD-LS-140] p 195 N85-32293 A 3-D Euler method for internal transpinc flows computation with a multi-domain approach p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow architecture and the service failures to a damage tolerance approach p 110 N86-25382 Heat Transfer and Cooling in Gas Turbines [AGARD-CP-390] p 111 N86-29824 Cooling techniques for gas turbine airfoids A survey p 111 N86-29824 Rotating heat transfer investigations on a multi-pass cooling geometry p 111 N86-29826 Pressure drop and heat transfer characteristics of circular and oblong low aspect ratio pin fins p 111 N86-29826 External heat transfer study on a HP turbine rotor blade External heat transfer study on a HP turbine rotor blade External heat transfer study on a HP turbine rotor blade External heat transfer study on a HP turbine rotor blade External heat transfer study on a HP turbine rotor blade External heat transfer study on a HP turbine rotor blade.
p 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study Objectives and scope of the Working Group 07 p 82 N86-15257 Exact solutions to transonic and supersonic flows Transonic unsteady aerodynamics and its aeroelastic applications (AGARD-CP-374 ADD-11) p 85 N86-19299 Introduction to cryogenic wind tunnets p 132 N86-20416 Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p 144 N86-27236 Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p 144 N86-27236 Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p 144 N86-27239 New dynamic testing techniques and related results at FFA p 145 N86-27239 New dynamic testing techniques and related results at FFA p 145 N86-27245 Unsteady interactions of transonic aerifolis with guists and concentrated vortices p 148 N86-27261 TRANSONIC FLUTTER Recent Transonic Flutter Investigation for Wings and External Stores p 117 N83-2215 Flutter investigations in the transonic flow regime for a lighter type aircraft p 117 N83-22217 Transonic flutter clearance for a supercritical transport	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p. 117 N83-22218 Experimental investigations of transport aircraft flow speed engine interference effects and flight test correlation p. 10 N83-30364 Aeroelastic design of civil transports at the project stage. Aeroelastic design of civil transports at the project stage p. 18 N84-11120. The initial design of active control systems for a flexible aircraft p. 16 N84-11121. Computational vortex flow aerodynamics p. 78 N84-12117. Auxiliary power units for wide-body aircraft p. 99 N84-12174. Two decades of air carrier jet operation p. 28 N84-12174. Two decades of air carrier jet operation p. 28 N84-12175. The handling and performance trials needed to clear an aircraft to act as a receiver during air-to-air refuelling p. 42 N84-34405. Design and test requirements for development of today's engines p. 104 N85-15737. Documentation and separate test program development is most important for test/maintenance p. 49 N85-16745. Aerodynamic issues in the design of high-lift systems for transport aircraft p. 52 N85-16780. Technology developments for laminar boundary layer control on subsonic transport aircraft p. 62 N85-22355. Demonstration of relaxed stability on a commercial transport p. 122 N85-26780. Realisation of relaxed stability on a commercial transport p. 123 N85-26750. Wing buffeting active control testing on a transport aircraft p. 612 N85-26750.	Potential of metal-matrix composites as superalloy substitutes p 150 N84-33474 Problems and possibilities for life extension in gas turbine components p 105 N85-15742 Expenences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 Cyclic endurance testing of the RB211-228 cast HP turbine blade p 106 N85-15747 Verification of life prediction through component testing p 106 N85-15748 Three-Dimensional Techniques Applied to Internal Flows in Propulsion Systems p 106 N85-15293 A 3-D Euler method for internal transonic flows computation with a multi-domain approach p 106 N85-32293 Calculation of 3-D flow without numerical mixing p 196 N85-32201 Contribution of turbine blade service failures to a damage tolerance approach p 110 N86-25382 Heat Transfer and Cooling in Gas Turbines (AGARD-CP-390) p 111 N86-29823 Cooling techniques for gas turbine arrows A survey p 111 N86-29824 Rotating heat transfer investigations on a multi-pass cooling geometry p 111 N86-29825 Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode p 111 N86-29826 Pressure drop and heat transfer characteristics of circular and oblong low aspect ratio pin fins p 111 N86-29827 External heat transfer study on a HP turbine rotor blade p 111 N86-29828 Effects of wakes on the heat transfer in gas turbine excades p 112 N86-29828
p 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study Objectives and scope of the Working Group 07 p 82 N86-15257 Exact solutions to transonic and supersonic flows p 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications (a)AGND-CP-374 ADD 11 p 85 N86-19299 Introduction to cryogenic wind tunnels p 132 N86-20416 Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p 144 N86-2736 Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p 144 N86-27237 Wind tunnel and flight test analysis and evaluation of the buffet phenomena for the alpha jet transonic wing p 145 N86-27239 New dynamic testing techniques and related results at FFA Standard dynamics model experiments with the OFVLR/AVA transonic derivative balance p 145 N86-27245 Unsteady interactions of transonic airfolis with guists and concentrated vortices p 148 N86-27261 TRANSONIC FLUTTER Recent Transonic Flutter Investigation for Wings and External Stores AD-A128162 p 117 N83-22215 FLUTTER Recent Transonic in the transonic flow regime for a lighter type aircraft p 117 N83-2216 Flutter investigations in the transonic flow regime for a lighter type aircraft p 117 N83-2217 Transonic flutter clearance for a supercritical transport aircraft in the preliminary stage p 15 N84-11121	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p. 117. N83-22218 Experimental investigations of transport aircraft low speed engine interference effects and flight test correlation p. 10. N83-30364. Aeroelastic design of civil transports at the project stage. The initial design of active control systems for a flexible aircraft. Description of the properties of the properties of the properties aircraft p. 18.4-11.120. The initial design of active control systems for a flexible aircraft. Description of the p. 18.4-11.120. The initial design of active control systems for a flexible aircraft. Description of the p. 18.4-11.121. Auxiliary power units for wide-body aircraft. Description p. 28. N84-12.117. Auxiliary power units for wide-body aircraft. Description p. 28. N84-12.117. Two decades of air carrier jet operation. Description of p. 28. N84-12.119. Description of the p. 28. N84-12.119. Description of relaxed stability on a commercial transport aircraft. Demonstration of relaxed stability on a commercial transport by 122. N85-16.781. Description of relaxed stability on a commercial transport by 123. N85-26.746. Wing buffeting active control testing on a transport aircraft configuration in a large somic tunner.	Potential of metal-matrix composites as superalloy substitutes p p 150 N84-33474 Problems and possibilities for life extension in gas turbine components p 105 N85-15742 Experiences with the material bevaivour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 Cyclic endurance testing of the RB211-22B cast HP turbine blade p 106 N85-15746 Verification of life prediction through component testing p 106 N85-15746 Three-Dimensional Techniques Applied to Internal Flows in Propulsion Systems [AGARD-LS-140] p 195 N85-32293 A 3-D Euler method for internal transpinc flows computation with a multi-domain approach p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow architecture and the service failures to a damage tolerance approach p 110 N86-25382 Heat Transfer and Cooling in Gas Turbines [AGARD-CP-390] p 111 N86-29824 Cooling techniques for gas turbine airfoids A survey p 111 N86-29824 Rotating heat transfer investigations on a multi-pass cooling geometry p 111 N86-29826 Pressure drop and heat transfer characteristics of circular and oblong low aspect ratio pin fins p 111 N86-29826 External heat transfer study on a HP turbine rotor blade External heat transfer study on a HP turbine rotor blade External heat transfer study on a HP turbine rotor blade External heat transfer study on a HP turbine rotor blade External heat transfer study on a HP turbine rotor blade External heat transfer study on a HP turbine rotor blade.
p 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study Objectives and scope of the Working Group 07 p 82 N86-15257 Exact solutions to transonic and supersonic flows p 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications [AGARD-CP-374-ADD-1] p 85 N86-19299 Introduction to cryogenic wind tunnets p 132 N86-20416 Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p 144 N86-27236 Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p 144 N86-27236 Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p 144 N86-27237 Wind tunnet and flight test analysis and evaluation of the buffet phenomena for the alpha jet transonic wing p 145 N86-27239 New dynamic testing techniques and related results at FFA p 145 N86-27245 Unsteady interactions of transonic airfolis with gusts and concentrated vortices p 148 N86-27261 TRANSONIC FLUTTER Recent Transonic Flutter Investigation for Wings and External Stores [AD-A128162] p 117 N83-22215 A Canadian approach to flutter clearance for external stores Flutter investigations in the transonic flow regime for a fighter type aircraft p 117 N83-22217 Transonic flutter clearance for a supercritical transport aircraft in the preliminary stage p 15 N84-11121 Experience with transonic unsteady aerodynamic calculations	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p. 117 N83-22218 Experimental investigations of transport aircraft flow speed engine interference effects and flight test correlation p. 10 N83-30364 Aeroelastic design of civil transports at the project stage. Aeroelastic design of civil transports at the project stage p. 18 N84-11120. The initial design of active control systems for a flexible aircraft p. 16 N84-11121. Computational vortex flow aerodynamics p. 78 N84-12117. Auxiliary power units for wide-body aircraft p. 99 N84-12174. Two decades of air carrier jet operation p. 28 N84-12174. Two decades of air carrier jet operation p. 28 N84-12175. The handling and performance trials needed to clear an aircraft to act as a receiver during air-to-air refuelling p. 42 N84-34405. Design and test requirements for development of today's engines p. 104 N85-15737. Documentation and separate test program development is most important for test/maintenance p. 49 N85-16745. Aerodynamic issues in the design of high-lift systems for transport aircraft p. 52 N85-16780. Technology developments for laminar boundary layer control on subsonic transport aircraft p. 62 N85-22355. Demonstration of relaxed stability on a commercial transport p. 122 N85-26780. Realisation of relaxed stability on a commercial transport p. 123 N85-26750. Wing buffeting active control testing on a transport aircraft p. 612 N85-26750.	Potential of metal-matrix composites as superalloy substitutes p 150 N84-33474 Problems and possibilities for life extension in gas turbine components p 105 N85-15742 Expenences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 Cyclic endurance testing of the RB211-22B cast HP turbine blade p 106 N85-15746 Verification of life prediction through component testing p 106 N85-15746 Verification of life prediction through component testing p 106 N85-15748 Three-Dimensional Techniques Applied to Internal Flows in Propulsion Systems [AGARD-US-140] p 195 N85-3293 A 3-D Euler method for internal transonic flows computation with a multi-domain approach p 106 N85-15748 Calculation of 3-D flow without numerical mixing p 196 N85-3201 Contribution of turbine blade service failures to a damage tolerance approach p 110 N86-25382 Heat Transfer and Cooling in Gas Turbines [AGARD-CP-390] p 111 N86-29825 Cooling techniques for gas turbine airlois A survey p 111 N86-29825 Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode p 110 N86-29825 Local and mean heat transfer characterishics of circular and oblong low aspect ratio pin fins p 111 N86-29826 Effects of wakes on the heat transfer in gas turbine p 111 N86-29828 Effects of wakes on the heat transfer in gas turbine cascades p 112 N86-29828 Wake-passing in a turbine rotor cascade p 112 N86-29830 Effects of hole geometry, wall curvature and pressure
p 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study Objectives and scope of the Working Group 07 p 82 N86-15257 Exact solutions to transonic and supersonic flows p 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications introduction to cryogenic wind tunnels p 132 N86-20416 Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p 144 N86-27236 Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p 144 N86-27236 Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p 144 N86-27237 Wind tunnel and flight test analysis and evaluation of the buffet phenomena for the alpha jet transonic wing p 145 N86-27239 New dynamic testing techniques and related results at FFA Standard dynamics model experiments with the DFVLR/AVA transonic derivative balance p 145 N86-27245 Unsteady interactions of transonic aerfolis with guists and concentrated vortices p 148 N86-27261 TRANSONIC FLUTTER Recent Transonic Flutter Investigation for Wings and External Stores A Canadian approach to liutter clearance for external stores D 117 N83-22216 A Canadian approach to liutter clearance for external stores p 117 N83-22215 Transonic flutter clearance for a supercritical transport aircraft in the preliminary stage p 15 N84-11121 Experience with transonic unsteady aerodynamic calculations p 44 N85-25176 A semi-empirical unsteady transonic method with	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p. 117 N83-22218 Experimental investigations of transport aircraft low speed engine interference effects and flight test correlation p. 10 N83-30364 Aeroelastic design of civil transports at the project stage p. 15 N84-11120 The initial design of active control systems for a flexible aircraft p. 16 N84-11121 Computational vortex flow aerodynamics p. 78 N84-12117 Auxiliary power units for wide-body aircraft p. 99 N84-12174 Two decades of air carner jet operation p. 28 N84-12174 Two decades of air carner jet operation p. 28 N84-12174 Two decades of air carner jet operation p. 28 N84-12174 The handling and performance trials needed to clear an aircraft to act as a receiver during air-to-air refuelling p. 42 N84-34405 Design annitiest requirements for development of today is engines p. 104 N85-15737 Documentation and separate test program development is most important for test/maintenance p. 49 N85-16745 Aerodynamic issues in the design of high-lift systems for transport aircraft p. 52 N85-16780 Technology developments for laminar boundary layer control on subsonic transport aircraft p. 52 N85-16787 Guidance and control research light testing with HFB 320 test aircraft p. 123 N85-26745 Realisation of relaxed static stability on a commercial transport aircraft p. 123 N85-26745 Wing buffeting active control testing on a transport aircraft configuration in a large some tunner p. 123 N85-26750 Demonstration of relaxed static stability on a commercial transport aircraft p. 123 N85-26750 Demonstration of relaxed static stability on a commercial transport aircraft p. 123 N85-26752 Demonstration of relaxed static stability on a commercial transport aircraft p. 123 N85-26752 Demonstration of relaxed static stability on a commercial transport aircraft p. 123 N85-26752 Demonstration of relaxed static stability on a commercial transport aircraft p. 126 N85-27852	Potential of metal-matrix composites as superalloy substitutes p p 150 N84-33474 Problems and possibilities for life extension in gas turbine components p 105 N85-15742 Experiences with the material bevaivour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 Cyclic endurance testing of the RB211-22B cast HP turbine blade p 106 N85-15746 Verification of life prediction through component testing p 106 N85-15746 Three-Dimensional Techniques Applied to Internal Flows in Propulsion Systems [AGARD-L5-140] p 195 N85-32293 A 3-D Euler method for internal transonic flows computation with a multi-domain approach p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of surpline surpline and Cooling in Gas Turbines AGARO-CP-390 p 111 N86-29823 Cooling techniques for gas turbine airfolis A survey p 111 N86-29824 Rotating heat transfer investigations on a multi-pass cooling geometry p 111 N86-29826 Pressure drop and heat transfer characteristics of circular and oblong low aspect ratio pin fins p 111 N86-29826 External heat transfer study on a HP turbine rotor circular and oblong low aspect ratio pin fins p 111 N86-29827 External heat transfer study on a HP turbine rotor cascades p 112 N86-29829 Wake-passing in a turbine rotor cascade p 111 N86-29828 Wake-passing in a turbine rotor cascade p 112 N86-29829 Wake-passing in a turbine rotor cascade p 112 N86-29829 Wake-passing in a turbine rotor cascade p 112 N86-29829 Wake-passing in a turbine rotor cascade p 112 N86-29829 Wake-passing in a turbine rotor cascade p 112 N86-29829 Wake-passing in a turbine rot
p 196 N85-32297 Aerodynamic method used in France for advanced fast propeller study Objectives and scope of the Working Group 07 p 82 N86-15257 Exact solutions to transonic and supersonic flows p 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications [AGARD-CP-374-ADD-1] p 85 N86-19299 Introduction to cryogenic wind tunnets p 132 N86-20416 Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications p 144 N86-27236 Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p 144 N86-27236 Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p 144 N86-27237 Wind tunnet and flight test analysis and evaluation of the buffet phenomena for the alpha jet transonic wing p 145 N86-27239 New dynamic testing techniques and related results at FFA p 145 N86-27245 Unsteady interactions of transonic airfolis with gusts and concentrated vortices p 148 N86-27261 TRANSONIC FLUTTER Recent Transonic Flutter Investigation for Wings and External Stores [AD-A128162] p 117 N83-22215 A Canadian approach to flutter clearance for external stores Flutter investigations in the transonic flow regime for a fighter type aircraft p 117 N83-22217 Transonic flutter clearance for a supercritical transport aircraft in the preliminary stage p 15 N84-11121 Experience with transonic unsteady aerodynamic calculations	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p 117 N83-22218 Experimental investigations of transport aircraft flow speed engine interference effects and flight test correlation p 10 N83-30364 Aeroelastic design of civil transports at the project stage p 15 N84-11120 The initial design of active control systems for a flexible aircraft p 16 N84-11121 Computational vortex flow aerodynamics p 78 N84-12117 Auxiliary power units for wide-body aircraft p 99 N84-12174 Two decades of air carrier jet operation p 28 N84-12174 Two decades of air carrier jet operation p 28 N84-12175 Fluid dynamic aspects of turbine engine testing p 35 N84-23586 The handling and performance trials needed to clear an aircraft to act as a receiver during air-to-air-refuelling p 42 N84-34405 Design and test requirements for development of today's engines p 104 N85-15737 Documentation and separate test program development is most important for test/maintenance p 49 N85-16780 Aerodynamic issues in the design of high-lift systems for transport aircraft p 52 N85-16787 Guidance and control research flight testing with HFB 320 test aircraft p 62 N85-26750 Demonstration of relaxed stability on a commercial transport p 123 N85-26750 How to handle failures in advanced flight control systems of future transport aircraft p 123 N85-26750 How to handle failures in advanced flight control systems of future transport aircraft p 123 N85-26750 Bealisation of relaxed static stability on a commercial transport aircraft p 128 N85-26750 How to handle failures in advanced flight control systems of future transport aircraft p 128 N85-26750 Bealisation of relaxed static stability on a commercial transport aircraft p 129 N85-26750 How to handle failures in advanced flight control systems of future transport aircraft p 120 N85-26750	Potential of metal-matrix composites as superalloy substitutes p 150 N84-33474 Problems and possibilities for life extension in gas turbine components p 105 N85-15742 Expenences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 Cyclic endurance testing of the RB211-228 cast HP turbine blade p 106 N85-15747 Verification of life prediction through component testing p 106 N85-15748 Three-Dimensional Techniques Applied to Internal Flows in Propulsion Systems p 106 N85-15293 A 3-D Euler method for internal transonic flows computation with a multi-domain approach p 106 N85-32293 Calculation of 3-D flow without numerical mixing p 196 N85-32201 Contribution of turbine blade service failures to a damage tolerance approach p 110 N86-25824 Heat Transfer and Cooling in Gas Turbines (AGARD-CP-390) p 111 N86-29823 Cooling techniques for gas turbine arrows A survey p 111 N86-29824 Rotating heat transfer investigations on a multi-pass cooling geometry p 110 N86-29824 Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode p 111 N86-29825 Excend and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode p 111 N86-29826 Pressure drop and heat transfer characteristics of circular and oblong low aspect ratio pin fins p 111 N86-29827 External heat transfer study on a HP turbine rotor blade p 111 N86-29829 Wake-passing in a turbine rotor cascade p 112 N86-29830 Effects of hote geometry, wall curvature and pressure gradient on lifm cooling downstream of a single row p 111 N86-29830 P 112 N86-29830 P 113 N86-29830 P 114 N86-29830 P 115 N86-29830
Aerodynamic method used in France for advanced fast propeller study. Objectives and scope of the Working Group 07 p. 82 N86-15257. Exact solutions to transonic and supersonic flows. P. 83 N86-15259. Exact solutions to transonic and supersonic flows. Transonic unsteady aerodynamics and its aeroelastic applications. P. 98 N86-15260. Transonic unsteady aerodynamics and its aeroelastic applications. P. 98 N86-19299. Introduction to cryogenic wind tunnels. P. 132 N86-20416. Review of SMP 1984 Symposium on Transonic Unsteady. Aerodynamics and its Aeroelastic Applications. P. 144 N86-27236. Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing. P. 144 N86-27237. Wind tunnel and flight test analysis and evaluation of the buffet phenomena for the alpha jet transonic wing. P. 145 N86-27239. New dynamic testing techniques and related results at FFA. Standard dynamics model experiments with the DFVLR/AVA transonic derivative balance. P. 145 N86-27245. Unsteady interactions of transonic airfolis with guists and concentrated vortices. P. 148 N86-27261. TRANSONIC FLUTTER. Recent Transonic Flutter Investigation for Wings and External Stores. A. Canadian approach to flutter clearance for external stores. P. 117 N83-22215. Transonic flutter clearance for a supercritical transport aircraft in the preliminary stage. p. 15 N84-11121. Experience with transonic unsteady aerodynamic calculations. P. 64 N85-25179. Transonic unsteady aerodynamic applications and its aeroelastic applications.	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p. 117 N83-22218 Experimental investigations of transport aircraft flow speed engine interference effects and flight test correlation p. 10 N83-30364 Aeroelastic design of civil transports at the project stage. Aeroelastic design of civil transports at the project stage p. 15 N84-11120. The initial design of active control systems for a flexible aircraft p. 16 N84-11127. Computational vortex flow aerodynamics. p. 78 N84-12117. Auxiliary power units for wide-body aircraft p. 99 N84-12117. The decades of air carrier jet operation. p. 28 N84-12117. The decades of air carrier jet operation. p. 28 N84-12179. Two decades of air carrier jet operation. p. 28 N84-123566. The handling and performance trials needed to clear an aircraft to act as a receiver during air-to-air refuelling p. 42 N84-3405. Design ain-flest requirements for development of today sengines. p. 104 N85-15737. Documentation and separate test program development is most important for test/maintenance. p. 94 N85-16745. Aerodynamic issues in the design of high-lift systems for transport aircraft. p. 52 N85-16780. Technology developments for laminar boundary layer control on subsonic transport aircraft. p. 53 N85-16780. Demonstration of relaxed stability on a commercial transport. P. 126 N85-22355. Demonstration of relaxed static stability on a commercial transport aircraft. p. 123 N85-26750. How to handle failures in advanced flight control systems of future transport aircraft. p. 123 N85-26750. Demonstration of relaxed static stability on a commercial transport. P. 126 N85-27899. Realisation of relaxed static stability on a commercial transport. April 20 N85-26750. How to handle failures in advanced flight control systems of future transport aircraft. p. 126 N85-27899. Realisation of relaxed static stability on a commercial transport. April 20 N85-26750. How to handle failures in advanced flight control systems of future transport aircraft. p. 126	Potential of metal-matrix composites as superalloy substitutes p p 150 N84-33474 Problems and possibilities for life extension in gas turbine components p 105 N85-15746 Experiences with the material bevaivour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 Cyclic endurance testing of the RB211-22B cast HP turbine blade p 106 N85-15746 Verification of life prediction through component testing p 106 N85-15746 Three-Dimensional Techniques Applied to Internal Flows in Propulsion Systems [AGARD-LS-140] p 195 N85-32293 A 3-D Euler method for internal transonic flows computation with a multi-domain approach p 196 N85-32286 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 191 N86-29829 Cooling techniques for gas turbine afform and the service latures to a damage tolerance approach p 111 N86-29824 Reat Transfer and Cooling in Gas Turbines (AGARD-CP-390) p 111 N86-29824 Rotating heat transfer investigations on a multi-pass cooling geometry p 111 N86-29826 Pressure drop and heat transfer characteristics of circular and obloing low aspect ratiop in fins p 111 N86-29826 Pressure drop and heat transfer in duct trolating in the orthogonal-mode p 111 N86-29826 External heat transfer study on a HP turbine rotor cascade p 112 N86-29829 Wake-passing in a turbine rotor cascade p 111 N86-29829 Wake-passing in a turbine rotor cascade p 112 N86-29829 Wake-passing in a turbine rotor cascade p 112 N86-29830 Effects of hole geometry, wall curvature and pressure gradient on film cooling downsteram of a single row gas turbine blades p 112 N86-29830 Effects of surface roughness on heat transfer to gas turbine blades
Aerodynamic method used in France for advanced fast propeller study Objectives and scope of the Working Group 07 p. 82 N86-15257 Exact solutions to transonic and supersonic flows p. 83 N86-15260 Transonic unsteady aerodynamics and its aeroelastic applications [AGARD-CP-374-ADD-1] p. 85 N86-19299 Introduction to cryogenic wind tunnets [AGARD-CP-374-ADD-1] p. 85 N86-19299 Introduction to cryogenic wind tunnets [AGARD-CP-374-ADD-1] p. 85 N86-20416 Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications [AGARD-CP-374-ADD-1] p. 85 N86-27246 Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing [AGARD-CP-374-ADD-1] p. 145 N86-27236 New dynamic testing techniques and related results at FFA p. 145 N86-27243 New dynamic testing techniques and related results at FFA [AGARD-CP-374-ADD-1] p. 85 N86-27245 Unsteady interactions of transonic arrolls with gusts and concentrated vortices [ADA-128162] p. 117 N83-22216 [ADA-128162] p. 117 N83-22215 [A Canadian approach to flutter clearance for external stores [ADA-128162] p. 117 N83-22215 [A Canadian approach to flutter clearance for external stores [ADA-128162] p. 117 N83-22215 [A Canadian approach to flutter clearance for external stores [ADA-128162] p. 117 N83-22215 [A Canadian approach to flutter clearance for external stores [ADA-128162] p. 117 N83-22215 [A Canadian approach to flutter clearance for external stores [ADA-128162] p. 117 N83-2215 [A Canadian approach to flutter clearance for external stores [ADA-128162] p. 117 N83-2215 [A Canadian approach to flutter clearance for external stores [ADA-128162] p. 117 N83-2215 [A Canadian approach to flutter clearance for external stores [ADA-128162] p. 117 N83-2215 [A Canadian approach to flutter clearance for external stores [ADA-128162] p. 117 N83-2215 [A Canadian approach to flutter clearance for external stores [ADA-128162] p. 117 N83-2215 [A Canadian approach to flutter clearance for external stores [ADA-128162] p. 117 N83-2215 [A Canadian approach to flut	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p. 117 N83-22218 Experimental investigations of transport aircraft low speed engine interference effects and flight test correlation p. 10 N83-30364 Aeroelastic design of civil transports at the project stage p. 15 N84-11120 The initial design of active control systems for a flexible aircraft p. 16 N84-11120 The initial design of active control systems for a flexible aircraft p. 16 N84-11120 The initial design of active control systems for a flexible aircraft p. 18 N84-12117 Auxiliary power units for wide-body aircraft p. 99 N84-12117 Two decades of air carrier jet operation p. 28 N84-12117 Two decades of air carrier jet operation p. 28 N84-12117 Two decades of air carrier jet operation p. 28 N84-121080 Fluid dynamic aspects of turbine engine testing p. 35 N84-23666 The handling and performance trials needed to clear an aircraft to act as a receiver during air-to-air refuelling p. 42 N84-34405 Design annitiest requirements for development of today's engines p. 104 N85-15737 Documentation and separate test program development is most important for fest/maintenance p. 49 N85-16745 Aerodynamic issues in the design of high-lift systems for transport aircraft p. 52 N85-16780 Technology developments for laminar boundary layer control on subsonic transport aircraft p. 52 N85-16780 Demonstration of relaxed stability on a commercial transport p. 120 N85-26746 Wing buffeting active control testing on a transport aircraft p. 123 N85-26750 How to handle failures in advanced flight control systems of future transport aircraft p. 123 N85-26750 Demonstration of relaxed static stability on a commercial transport p. 126 N85-27899 Wing buffeting active control testing on a transport p. 126 N85-27899 Wing buffeting active control testing on a transport p. 126 N85-27899 Wing buffeting active control testing on a transport p. 126 N85-27899 Wing buffeting active control testing on a transport p. 126 N85-27899 Wing buffeting acti	Potential of metal-matrix composites as superalloy substitutes p 150 N84-33474 Problems and possibilities for life extension in gas turbine components p 105 N85-15742 Expenences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 Cyclic endurance testing of the RB211-22B cast HP turbine blade p 106 N85-15747 Verification of life prediction through component testing p 106 N85-15748 Three-Dimensional Techniques Applied to Internal Flows in Propulsion Systems [AGARD-LS-140] p 195 N85-32293 A 3-D Euler method for internal transonic flows computation with a multi-domain approach calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32301 Contribution of turbine blade service failures to a damage tolerance approach p 110 N86-25824 Heat Transfer and Cooling in Gas Turbines [AGARD-CP-390] p 111 N86-29823 Cooling techniques for gas turbine airfolis A survey p 111 N86-29824 Rotating heat transfer investigations on a multi-pass cooling geometry p 111 N86-29825 Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode p 111 N86-29826 Pressure drop and heat transfer characteristics of circular and oblong low aspect ratio pin fins p 111 N86-29826 Effects of wakes on the heat transfer in gas turbine rotor blade p 111 N86-29828 Effects of wakes on the heat transfer in gas turbine eascades p 112 N86-29839 Wake-passing in a turbine rotor cascade p 112 N86-29839 Effects of hole geometry, wall curvature and pressure gradient on lifm cooling downstream of a single row gas turbine cooling p 112 N86-29830 Effects of surface roughness on heat transfer to gas turbine oblades surface roughness on heat transfer to gas turbine blades
Aerodynamic method used in France for advanced fast propeller study. Objectives and scope of the Working Group 07 p. 82 N86-15257. Exact solutions to transonic and supersonic flows. P. 83 N86-15259. Exact solutions to transonic and supersonic flows. Transonic unsteady aerodynamics and its aeroelastic applications. P. 98 N86-15260. Transonic unsteady aerodynamics and its aeroelastic applications. P. 98 N86-19299. Introduction to cryogenic wind tunnels. P. 132 N86-20416. Review of SMP 1984 Symposium on Transonic Unsteady. Aerodynamics and its Aeroelastic Applications. P. 144 N86-27236. Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing. P. 144 N86-27237. Wind tunnel and flight test analysis and evaluation of the buffet phenomena for the alpha jet transonic wing. P. 145 N86-27239. New dynamic testing techniques and related results at FFA. Standard dynamics model experiments with the DFVLR/AVA transonic derivative balance. P. 145 N86-27245. Unsteady interactions of transonic airfolis with guists and concentrated vortices. P. 148 N86-27261. TRANSONIC FLUTTER. Recent Transonic Flutter Investigation for Wings and External Stores. A. Canadian approach to flutter clearance for external stores. P. 117 N83-22215. Transonic flutter clearance for a supercritical transport aircraft in the preliminary stage. p. 15 N84-11121. Experience with transonic unsteady aerodynamic calculations. P. 64 N85-25179. Transonic unsteady aerodynamic applications and its aeroelastic applications.	Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p. 117 N83-22218 Experimental investigations of transport aircraft flow speed engine interference effects and flight test correlation p. 10 N83-30364 Aeroelastic design of civil transports at the project stage. Aeroelastic design of civil transports at the project stage p. 15 N84-11120. The initial design of active control systems for a flexible aircraft p. 16 N84-11127. Computational vortex flow aerodynamics. p. 78 N84-12117. Auxiliary power units for wide-body aircraft p. 99 N84-12117. The decades of air carrier jet operation. p. 28 N84-12117. The decades of air carrier jet operation. p. 28 N84-12179. Two decades of air carrier jet operation. p. 28 N84-123566. The handling and performance trials needed to clear an aircraft to act as a receiver during air-to-air refuelling p. 42 N84-3405. Design ain-flest requirements for development of today sengines. p. 104 N85-15737. Documentation and separate test program development is most important for test/maintenance. p. 94 N85-16745. Aerodynamic issues in the design of high-lift systems for transport aircraft. p. 52 N85-16780. Technology developments for laminar boundary layer control on subsonic transport aircraft. p. 53 N85-16780. Demonstration of relaxed stability on a commercial transport. P. 126 N85-22355. Demonstration of relaxed static stability on a commercial transport aircraft. p. 123 N85-26750. How to handle failures in advanced flight control systems of future transport aircraft. p. 123 N85-26750. Demonstration of relaxed static stability on a commercial transport. P. 126 N85-27899. Realisation of relaxed static stability on a commercial transport. April 20 N85-26750. How to handle failures in advanced flight control systems of future transport aircraft. p. 126 N85-27899. Realisation of relaxed static stability on a commercial transport. April 20 N85-26750. How to handle failures in advanced flight control systems of future transport aircraft. p. 126	Potential of metal-matrix composites as superalloy substitutes p p 150 N84-33474 Problems and possibilities for life extension in gas turbine components p 105 N85-15746 Experiences with the material bevaivour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 Cyclic endurance testing of the RB211-22B cast HP turbine blade p 106 N85-15746 Verification of life prediction through component testing p 106 N85-15746 Three-Dimensional Techniques Applied to Internal Flows in Propulsion Systems [AGARD-LS-140] p 195 N85-32293 A 3-D Euler method for internal transonic flows computation with a multi-domain approach p 196 N85-32286 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 196 N85-32298 Calculation of 3-D flow without numerical mixing p 191 N86-29829 Cooling techniques for gas turbine afform and the service latures to a damage tolerance approach p 111 N86-29824 Reat Transfer and Cooling in Gas Turbines (AGARD-CP-390) p 111 N86-29824 Rotating heat transfer investigations on a multi-pass cooling geometry p 111 N86-29826 Pressure drop and heat transfer characteristics of circular and obloing low aspect ratiop in fins p 111 N86-29826 Pressure drop and heat transfer in duct trolating in the orthogonal-mode p 111 N86-29826 External heat transfer study on a HP turbine rotor cascade p 112 N86-29829 Wake-passing in a turbine rotor cascade p 111 N86-29829 Wake-passing in a turbine rotor cascade p 112 N86-29829 Wake-passing in a turbine rotor cascade p 112 N86-29830 Effects of hole geometry, wall curvature and pressure gradient on film cooling downsteram of a single row gas turbine blades p 112 N86-29830 Effects of surface roughness on heat transfer to gas turbine blades

Heat transfer test evaluation of the shell-spar blade	TURBOMACHINE BLADES	Transonic shock interaction with a tangentially-injected
cooling concept applied to industrial gas turbines p.113 N86-29837	Aerodynamic computation method of airfoil cascades subjected to viscous flow p 102 N84-16198	turbulent boundary layer p 54 N85-16796
Heat-flux measurements and analysis for a rotating	subjected to viscous flow p 102 N84-16198 TURBOMACHINERY	Three-dimensional boundary layers and shear flows activities at ONERA/CERT p 194 N85-25785
turbine stage p 113 N86-29838	Viscous Effects in Turbomachines	Three-dimensional boundary layer research at NLR
Calculation of laminar turbulent boundary layer transition	[AGARD-CP-351] p 100 N84-16188	p 195 N85-25787
on turbine blades p 113 N86-29839	Viscous effects and heat transfer in a calculation method for axialsymmetric flow in multistage turbomachines using	Brief review of current work in the UK on three
A model for correlating flat plate film cooling effectiveness for rows of round holes	the stream function p 102 N84-16201	dimensional boundary layers p 195 N85-25788
p 113 N86-29840	New TPS calibration bench, and ejector tests wind tunnel turbines and powered models - p 36 N84-23594	Boundary-layer transition T-S waves and crossflow
The measurement of local heat transfer coefficients in	Three-Dimensional Techniques Applied to Internal Flows	mechanisms p 84 N86-15268
blade cooling geometries p 114 N86-29848 An optical pyrometer to measure turbine blade surface	in Propulsion Systems	Turbulent drag reduction for external flows p 84 N86-15271
temperature p 115 N86-29649	[AGARD-LS-140] p 195 N85-32293 An analysis of flow models From Navier Stokes to	Velocity and turbulence measurements in dynamically
High frequency response heat flux gauge for metal	potential flow equations p 195 N85-32295	stalled boundary layers on an oscillating airfoil
blading p 115 N86-29850 The isentropic light piston annular cascade facil ity at	Calculation of 3-D flow without numerical mixing	p 143 N86-27228 Unsteady turbulent boundary-layer experiments with
RAE Pyestock p 115 N86-29811	p 196 N85-32301 TURBOPROP AIRCRAFT	rapidly changing free-stream conditions
Influence and tip clearance measurement in	Transmission error measurements in gearbox	p 144 N86-27233
turbomachines p 116 N86-29854 Effect of film cooling on the aerodynamic performance	development p 95 N85-23794	Experimental study of unsteady turbulent boundary
of a turbine cascade p 116 N86-29859	Establishment and maintenance of certification standards for helicopter and turboprop power transmission	layers subject to mean pressure gradients of zero or positive p 144 N86-27234
Aerodynamic effect of coolant ejection in the rear part of transoriic rotor blades p 117 N86-29861	systems p 95 N85-23796	Unsteady turbulent boundary layers Experimental and
The boundary layer behaviour of an advanced gas	A review of advanced turboprop transport activities	numerical investigations p 144 N86-27235
turbine rotor blade under the influence of simulated film	p 70 N86-11148 Summary of recent NASA propeller research	Calculation of laminar-turbulent boundary layer transition on turbine blades p 113 N86-29839
cooling p 117 N86-29862 TURBINE ENGINES	p 72 N86-11158	TURBULENT FLOW
Fluid dynamic aspects of turbine engine testing	Development of modern turboprop engines	On the structure of the turbulent vortex
p 35 N84-23586	p 74 N86-11168 An investigation of in-flight near-field propeller noise	p 76 N84-12102
Manufacturing developments to reduce strategic materials usage p 150 N84-33475	generation and transmission p 74 N86-11171	Simulation of turbulent flows with a point vortex method p.78 N84-12119
Engine Cyclic Durability by Analysis and Testing	Cabin noise reduction for a new development turboprop	Vortex stability and breakdown p 79 N84-12122
[AGARD-CP-368] p 104 N85-15733	commuter aircraft p 74 N86-11173 Propeller aircraft cabin vibration and noise-excitation.	Experimentation with turbulent flows experiencing the
TURBINE WHEELS Comparison between the properties of conventional	sources, and paths p 75 N86-11174	effects of an adverse pressure gradient
wrought and powder metallurgical alloys for turbine disc	Application of active noise control to model propeller	p 80 N84-12127
applications p 105 N85-15739	noise p 75 N86-11176 TURBOPROP ENGINES	Waves on vortex cores and their relation to vortex breakdown p 80 N84-12128
Problems and possibilities for life extension in gas turbine components p 105 N85-15742	Aeroelastic design considerations for turboprop	Progress in computation of viscous inviscid interaction
Statistical analysis of spin pit failure data to predict	powerplant installations p 15 N84-11123	p 100 N84-16189
inservice B 1 lives of gas turbine disks	Gears and Power Transmission Systems for Helicopters and Turboprops	Computing the three dimensional boundary layer in a compressor p 102 N84-16200
p 110 N86-25377 Fracture mechanics and LCF-properties of engine discs	[AGARD-CP-369] p 91 N85-23765	Turbulent diffuser flow studies related to the design of
of Ti 6Al-4V, Inconel 718 and Udimet 700 P/M-HIP	A state of the art assessment of turboprop transmission	the ETW diffuser p 33 N84-23572
p 110 N86-25378	technology and projected needs for the next generation p 92 N85-23770	New methods of excitation, acquisition and data
Evaluation of cyclic spin pit tests for the damage tolerance of disks p 110 N86-25379	Advanced gearbox technology in small turbo propeller	reduction about unsteady wind tunnel tests p 37 N84-23599
TURBISTAN A standard load sequence for aircraft	engines p 92 N85-23771 A review of advanced turboprop transport activities	Nonlinear effects in hydrodynamic stability
engine discs p 110 N86-25380	p 70 N86-11148	p 194 N84-33762
An analysis of rigitest discitationes p 110 N86-25381	TURBOSHAFTS	Turbulent drag reduction research p 53 N85-16788
TURBINES	Testing of turboshaft engines p 131 N84-25729 TURBULENCE	Unsteady transonic aerodynamic and aeroelastic calculations about airfoils and wings p 65 N85-25185
Flow trajectories, mixing and entropy fluxes in a turbine	The initial design of active control systems for a flexible	Low Reynolds number vehicles
cascade p 101 N84-16193 Effects of a skewed inlet end wall boundary layer on	aircraft p 16 N84-11125	[AGARD-AG-288] p 81 N85-26666
the 3-D flow field in an annular turbine cascade	Theoretical modelling of three-dimensional vortex flows in aerodynamics p.78 N84-12116	Turbulent drag reduction for external flows
p 102 NB4-16202 TURBOCOMPRESSORS	Some comments on the hazards associated with	p 84 N86-15271 Two-dimensional turbulent separated flow
Propulsion and energetics panel working group 14 on	manoeuvring flight in severe turbulence at high speed and	[AGARD-AG-287-VOL-1] p 85 N86-19300
suitable averaging techniques in nonuniform internal	low attitude p 30 N84-15089 Definition, sources and lowest possible levels of	Unsteady Aerodynamics-Fundamentals and
flows {AGARD-AR-182(ENG.)} p.98 N83-34953	wind-tunnel turbulence p 34 N84-23576	Applications to Aircraft Dynamics [AGARD-CP-386] p 143 N86-27224
Application of an inviscid-viscous interaction method to	An evaluation of factors affecting the flow quality in wind	[AGARD-CP-386] p 143 N86-27224 Experimental study of the effect of turbulence on
transonic compressor cascades p 100 N84-16190	tunnels p 34 N84-23577 Aeroacoustic noise measurements in wind tunnel	dynamic stalling p 148 N86-27264
A viscid inviscid interaction procedure for two dimensional cascades p 100 N84-16191	p 35 N84-23584	Computation of thermal radiation for gas turbine
End-wall boundary layer calculations in multistage axial	Description and prediction of transition in	conditions p 113 N86-29841
compressors p 103 N84-16205	two-dimensional, incompressible flow p 193 N84-33758	Heat transfer in gas turbine combustors. A discussion of mathematical modeling of combustion, heat and mass
Experimental and theoretical studies of parietal viscous	Recent advances in computational methods to solve	transfer with emphasis on heat transfer in gas turbine
boundaries in a single stage transonic compressor p 103 N84-16206	the high-lift multi-component airfoil problem	combustors p 114 N86-29843
Flow measurements in the stator row of a single-stage	p 51 N85-16774 Numerical studies of unsteady transonic flow over	Two spot laser velocimeter measurements of velocity and turbulence intensity in shock tube driven turbine
transonic axial-flow compressor with controlled diffusion stator blades p 103 N84-16209	oscillating airfoil p 63 N85-25174	llows p 115 N86-29853
Experimental verification of an endwall boundary layer	TURBULENCE EFFECTS	Simulation of flow and heat transfer in annular cavities
prediction method p 104 N84-16211	Application of two and three-dimensional criteria for	between disks in turbomachinery p 116 N86-29855
Propulsion and Energetics Panel Working Group 14 on suitable averaging techniques in non-uniform internal	calculating transitions and boundary layers over swept wings p 52 N85-16783	TURBULENT MIXING Flow trajectories, mixing and entropy fluxes in a turbine
flows	External heat fransfer study on a HP turbine rotor	cascade p 101 N84-16193
[AD-A133968] p 107 N86-24692	blade p 111 N86-29828	TURBULENT WAKES
TURBISTAN A standard load sequence for aircraft engine discs p 110 N86-25380	Effects of wakes on the heat transfer in gas turbine	Recent developments in three-dimensional wake
An analysis of rig test disc failures	cascades p 112 N86-29829 Effects of surface roughness on heat transfer to gas	analysis p 84 N86-15273 TWO DIMENSIONAL FLOW
p 110 N86-25381	turbine blades p 112 N86-29832	Compressor rotor aerodynamics p 103 N84-16210
TURBOFAN AIRCRAFT Comparison of prediction, wind tunnel and flight test	TURBULENT BOUNDARY LAYER	Two-dimensional wind tunnel wall interference
data for the Canadair Challenger turbofan aircraft	Transonic airfoil development p 20 N84-12076	[AD-A138964] p.81 N84-20499
p 10 N83-30365	Nonadiabatic model wall effects on transonic airfoil performance in a cryogenic wind tunnel	Description and prediction of transition in two-dimensional, incompressible flow
CFM 56-2. Oligocyclic fatigue of the turbofan disk	p 34 N84-23579	p 193 N84-33758
Dimensionning and tests for verification and	Design studies of thick laminar flow airfolis for low speed	Unsteady transonic aerodynamic and aeroelastic
improvements p 106 N85-15750 TURBOJET ENGINES	flight employing turbulent boundary layer suction over the rear part p 53 N85-16786	calculations about airfoils and wings p 65 N85-25185 Reference test cases and contributors
Operational and Performance Measurement on Engines	On the relaxation of a turbulent boundary layer after	p 63 N86-15261
in Sea Level Test Facilities	an encounter with a forward facing step	Numerical solutions of two-dimensional reference test
[AGARD-LS-132] p 130 N84-25723	P 53 N85-16769	cases p.83 N86-15262
Cooling techniques for turbojet pre-heater channels p 114 N86-29847	Full scale experiments into the use of large eddy breakup devices for drag reduction on aircraft p.53 N85-16790	Two-dimensional turbulent separated flow [AGARD-AG-287-VOL-1] p 85 N86-19300
Ceramic heat exchangers for gas turbines or turbojet	Oblique shock wave-turbulent boundary layer interaction	Generation of two-dimensional gust fields in subsonic
engines p 116 N86-29858	on a porous wall with suction p 54 N85-18794	wnd-tunnels p 146 N86-27247

U		
UH-60A HELICOPTER		
Helicopter simulation validation u	sing flight	data N83-30372
Assessment of simulation fidelity of piloting technique in flight	using me	
UK SATELLITES		
UK Skynet 4 communications sat		N85-20757
Minimization of system vulnerab		
communication networks	p 232	N85-20758
ULTRAHIGH FREQUENCIES	7.5	
UHF communications through channels	forested p 174	propagation N85-19280
Measurements of propagation at	900 MHz	in an urban
zone for establishing a digital radio		
		N85-19288
Total electron content and L-band scintillation measurements in the po		
scintillation measurements in the po		N86-27535
Influence of ionospheric irregular		
on the design of airborne satell		
systems	p 182	N86-27538
ULTRASONIC FLAW DETECTION NDE techniques for composite la	minates	
		N84-10205
Manufacturing technology for non (NDE) system to implement Retiren	nent For	Cause (RFC)
procedures for gas turbine engine of		
		N86-25368
Advanced quantitative metho evaluation		N66-25376
ULTRASONIC TESTS Echocardiography in the expert	ovamina	ion of thing
personnel	p 211	
Exploration of arterial function		
determination. Application to ae		
medicine		N84-21091
ULTRAVIOLET RADIATION		
The effect of combined U.V. radi		
electrons on the behaviour of polyr		
in hard vacuum UNDERCARRIAGES		N83-30495
Aircraft tests in the clearance pro		
combat aircraft from a runway after		repair N84-34404
UNITED KINGDOM	p 42	1404-34404
Current work on high-grade space	e gyros	at Ferranti in
the UK		N84-24609
Meteorological and oceanograph		
Falklands conflict		N85-20769
A review of fatality, impairment		
head and neck injury on Royal 1968-1981		N85-21975
Brief review of current work		
	m une C	
dimensional boundary layers	p 195	N85-25788

a)4 9 ne 59 December 1979 p 217 N85-21973

Benefits to universities of a coordinated information p 240 N83-31542 **UNSTEADY FLOW**

ilsion and energetics panel working group 14 on suitable averaging techniques in nonuniform internal [AGARD-AR-182(ENG.)] p 98 N83-34953 Transonic Unsteady Ae

p 63 N85-25171 AGARD-CP-3741 Trends in computational capa for fluid dynamics p 63 N85-25172

Transonic pressure distributions on a two-dimensional 0012 and supercritical MBB-A3 profile oscillating in heave and pitch p 63 N85-25173 Analysis of transonic aerodynamic characteristics for a

supercritical airfoil oscillating in heave, pitch and with oscillating flap p 64 N85-25175 Experience with transonic unsteady aerodynamic p 64 N85-25176 calculations Calculation of unsteady transonic separated flows by

viscous-inviscid interaction p 64 N85-25178 A semi-empirical unsteady transonic method with p 64 N85-25179 supersonic free stream Improvement and extension of a numerical procedure for the three dimensional unsteady transonic flows

p 65 N85-25181 Computation of unsteady transonic flows about mensional and three-dimensional AGARD standard configurations p 65 N85-25183 Calculation of unsteady transonic flow around a high swept wing p 65 N85-25184

The development of unsteady transonic 3-D full potential code and its aeroelastic applications p 65 N85-25187 Compendum of unsteady aerodynamic measurements.

[AGARD-R-702-ADD-1] n 82 N85-31028 Data set 9: LANN wing. Pitching oscillation p 82 N85-31030 A general theory of arbitrary motion aerodynamics using n aeroacoustic approach p 72 N86-11157 Transonic unsteady aerodynamics and its aeroelastic

an aeroacoustic approach

applications [AGARD-CP-374-ADD-1] p 85 N86-19299 Propulsion and Energetics Panel Working Group 14 on suitable averaging techniques in non-uniform internal

p 107 N86-24692 (AD-A133968) Aerodynamics-Fundamentals and

Unsteady Aerodynamics-F Applications to Aircraft Dynamics [AGARD-CP-386] p 143 N86-27224 Unsteady flows: Fundamentals and applications

p 143 N86-27225 Unsteady viscous flow of an incompressible fluid around

a profile: A comparison of theory and practice p 143 N86-27227 A critical look at dynamic simulation of viscous flow

p 143 N86-27230 Unsteady boundary-layer separation on airfoils performing large-amplitude oscillations: Dynan

p 144 N86-27231 Computational aspects of unsteady flows p 144 N86-27232

Unsteady turbulent boundary-layer experiments with rapidly changing free-stream conditions

p 144 N86-27233 Experimental study of unsteady turbulent boundary layers subject to mean pressure gradients of zero or positive p 144 N86-27234 p 144 N86-27234

Unsteady turbulent boundary layers: Experimental and umerical investigations p 144 N86-27235 numerical investigations Review of SMP 1984 Sym on Transonic Unsteady

Aerodynamics and its Aeroelastic Applications p 144 N86-27236 Transonic aerodynamic and a eroelastic characteristics of a variable sweep wing Unsteady airload compo p 144 N86-27237 stations for airfoil oscillating in attached and separated compressible flow

p 145 N86-27238 Unsteady vortex airfoil interaction p 145 N86-27240 Unsteady aerodynamics application to helicopter no p 145 N86-27241 and vibration sources nt experiences of unsteady a on aircraft flight dynamics at high angle of attack

p 147 N86-27252 aerodynamics and dynamic aircraft maneuverability p 147 N86-27253 On the interface between unsteady aerodynamics, p. 147 N86-27254 dynamics and control

Effects of aerodynamic lags on aircraft respons p 147 N86-27257 Gust alleviation on a transport airplane

p 148 N86-27259 Unsteady three-dimensional flow theory via material unctions p 148 N86-27260 functions Unsteady interactions of transo concentrated vortices p 148 N86-27261 Identification of aircraft chara p 148 N86-27263 duced dynamic effects

UNSWEPT WINGS Turbulent bubbles behind airfoils and wings at high angle p 52 N85-16779 of attack Dynamic stall of swept and unswept oscillating wings p 143 N86-27226

UPPER STAGE ROCKET ENGINES

Shuttle/Centaur upper stage capability

p 235 N85-20773 UPWELLING WATER The nature of microwave backscattering from water

p 205 N84-15665 USER MANUALS (COMPUTER PROGRAMS)

Calculation of ground wave attenuation over irregula using PROGRAM p 166 N84-12369 USER REQUIREMENTS

Software development: Design and reality
p 4 N83-22114 Requirements decomposition and other myths

p 4 N83-22117 The mentor approach to requirements specification p 5 N83-22:20

A UK NATS view of the air traffic manageme requirements in the next decade p 85 N83-22178 The airline facing the present crisis N83-22 - 80

Air traffic services in Portugal Progress in wind tunnel test techniques and in the corrections and analysis of the results p9 N83-30358 Overview of frequency sharing p 160 N83-30876 The application of real-time model update by oblique ionospheric sounders to frequency sharing

p 161 N83-30883 The development of an ionospheric model thesaurus and user's guide p 161 N83-30884 Royal Netherlands Armed Forces Scientific and Technical Documentation- and Information-Cente p 239 N83-31533 Benefits to industry (of coordinated de p 240 N83-31540 Benefits to universities of a coordinated information p 240 N83-31542 Towards a modularity of software conceived for the p 22 N84-15040 Status and future of the use of nume p 241 N84-17060 Types of technical content of data

p 241 N84-17061 Extraction and compilation of num rical and factual p 241 N84-17063 Practical considerations and methodology for the evaluation of henomenological data p 241 N84-17064
The evaluation/validation process: Data from disciplines

resting on good theoretical foundations p 242 N84-17065 Dissemination of data and informati

p 242 N84-17066 Data organisations and their mana

p 242 N84-17069 s to Improve the The Application of New Technology Delivery of Aerospace and Defence [AGARD-CP-357] D 242 N84-21425

The iNet Gate p 242 N84-21427 Graphic and visual presentation of aerospace date p 243 N84-21431

ATE user's view on design for maintainability p 48 N85-16737 p 233 N85-20762

GPS system field testing UTILITIES

Integrated powerplant control systems and pote performance benefits p 18 N84-12063

V/STOL AIRCRAFT e on V/STOL Aerodynamics

[AGARD-R-710] p 39 Introduction and review of some jet interference phenomena relevant to V/STOL aircraft

p 39 N84-25626 The influence of V/STOL on wing di lesign and tailplane p 39 N84-25627 V/STOL concepts in the United Sta and future p 39 N84-25628

Layout considerations and types of V/STOL aircraft p 40 N84-25629 V/STOL propulsion system a N84-25630 p 40

Jet flowfields p 40 N84-25631 V/STOL maneuverability and control

p 40 N84-25632 V/STOL wind-tunnel testing p 40 Ground based testing without wind tunnels N84-25634 p 40

Aerodynamics of V/STOL aircraft: Performance p 40 N84-25635 Assessment of aerodynamic performance of V/STOL nd STOVL fighter aircraft p 40 N84-25636 Notes on special flight aspects, such as STO, ski-jump nd ODM p 41 N84-25637

Special course on V/STOL aerodynamics: assessment of European jet lift aircraft [AGARD-R-710-ADDENDUM] p 66 N85-2 An p 66 N85-25188

VACUUM EFFECTS Vacuum recycling effect on minor elements p 151 N84-33481

VACUUM TUBES p 97 N83-30422 Vacuum fluorescent tubes

Flight flutter testing with emphasis on the tip vane p 12 N83-30381 Hot gas APU starter for advanced aircraft applications

p 99 N84-12178 Heat transfer test evaluation of the shell-spar blade cooling concept applied to industrial gas turbin

p 113 N86-29837 VAPOR DEPOSITION Coatings for fuel economy or materials substitution

p 151 N84-33477 VARIABILITY

F-region variability and HF-propagation

p 203 N84-15658 VARIABLE SWEEP WINGS

Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p 144 N86-27237

The variability and predictability of the main F-region trough determined using digital ionospheric sounder p 185 N86-27555

VECTOR SPACES Aerospatiale's experimentations of vectorization on supercomputers for aircraft structural problems

p 90 N85-10041 **VECTORS (MATHEMATICS)**

Systematic computer aided control de p 120 N84-10100 VELOCITY DISTRIBUTION

The break-up mechanism of a stream p 79 N84-12123

Definition, sources and lowest possible levels of	VERY LOW FREQUENCIES	Aerodynamic computation method of airfoil cascades
wind-tunnel turbulence p 34 N84 23576	Physical modeling of EM propagation over	subjected to viscous flow p 102 N84-16198
VELOCITY MEASUREMENT	nonhomogeneous terrain p 167 N84 12370	Viscous effects and heaf transfer in a calculation method
Exploration of arterial function using Doppler flow	Hazards of VLF electromagnetic fields	for axialsymmetric flow in multistage turbomachines using
determination. Application to aeronautical and space	p 180 N85-27136	the stream function p 102 N84-16201
medicine p 211 N84-21091	VESTIBULAR TESTS	Boundary layer development on rotating bodies of
Velocity and turbulence measurements in dynamically	*he European vestibular experiments of the Spacelab-1 mission p 219 N85-31808	revolution p 102 N84-16204
stalled boundary layers on an oscillating airfoil	Some results of the European vestibular experiments	Experimental and theoretical studies of parietal viscous
p 143 N86-27228	in the Spacelab-1 mission p 219 NB5-31809	boundaries in a single stage transonic compressor
Experimental study of unsteady turbulent boundary layers subject to mean pressure gradients of zero or	Spatial orientation in weightlessness and readaptation	p 103 N84-16206
positive p 144 N86-27234	to Earth's gravity p 219 N85-31811	Flow measurements in the stator row of a single-stage
Two spot laser velocimeter measurements of velocity	VESTIBULES	transonic axial-flow compressor with controlled diffusion
and turbulence intensity in shock tube driven turbine	Neurophysiological correlates of motion sickness. Role	stator blades p 103 N84-16209
flows p 115 N86-29853	of vestibulocerebellum and 'vomiting center' reanalyzed	Laminar flow control - viscous simulation p 194 N84-33764
VENTILATION	p 214 N85-20643	the control of the co
Proceedings of the AGARD Fluid Dynamics Panel	Influence of gravitoinertial force level on apparent magnitude of conolis cross-coupled angular accelerations	Recent advances in computational methods to solve the high-lift multi-component airfoil problem
Specialists Meeting on Wall Interference in Wind	and motion sickness p 214 N85-20644	p 51 N85-16774
Tunnels	Vestibular and oculomotor function during Gz	Aerodynamic issues in the design of high-lift systems
[AGARD-AR-190] p 130 N83-29277	variations p 215 N85-20645	for transport aircraft p 52 N85-16780
Prediction of resonance frequencies for ventilated wall	VHSIC (CIRCUITS)	Computation of three-dimensional, inviscid, rotational
wind tunnels p 34 N84-23580	VHSIC today and tomorrow p 187 N86-28338	flows p 196 N85-32296
Active and passive shock/boundary layer interaction	VHPIC and the UK Alvey Programme	A 3-D Euler method for internal transonic flows
control on supercritical airfoils p 54 NB5-16795	p 187 N86-28339	computation with a multi-domain approach
Transient thermal behaviour of a compressor rotor with	Bipolar VLSI technology p 187 N86-28340	p 196 N85-32298
ventilation Test results under simulated engine	High leverage GaAs integrated circuits for military	Prediction of the drag of wings at subsonic speeds by
conditions p 116 N86-29856	systems p. 187 N86-28343 Possible impacts of VHSIC on MIL STD-1553B data	viscous/inviscid interaction techniques
VERTEBRAL COLUMN	transmission management p 192 N86-28371	p 84 N86-15274
The vertebral column. Selection and aptitude of combat	The impact of very high performance integrated circuits	Unsteady flows: Fundamentals and applications
aircraft pilots of the future p 227 N86-30322	on avionics system readiness p 193 N86-28373	p 143 N86-27225
Systematic radiographic examination of the spine for selection of F-16 pilots. A preliminary report	The impact of artificial intelligence on airborne maritime	Unsteady viscous flow of an incompressible fluid around
p 227 N86-30323	reconnaissance p 193 N86-28374	a profile. A comparison of theory and practice
VERTICAL ORIENTATION	VIBRATION	p 143 N86-27227
Value of the tilt table in the exploration of circ itory	Condition monitoring of helicopter gearboxes using	A critical look at dynamic simulation of viscous flow
function p 211 N84-21095	automatic vibration analysis techniques	p 143 N86-27230
VERTICAL PERCEPTION	p 95 N85-23790	Unsteady turbulent boundary layers. Experimental and
Prediction of seasickness susceptibility	Gear noise origins p 95 N85-23791	numerical investigations p 144 N86-27235
p 215 N85-20647	Transmission error measurements in gearbox development p 95 N85-23794	VISIBILITY
VERTICAL TAKEOFF	Aerodynamic and structural aspects of propeller and	Evaluation of nose roof and mast mounted sensor
Aerodynamics of V/STOL aircraft Performance	drive for a 1/5 scale wind tunnel programme	platforms for piloting and sighting, integrated in future combat helicopters p.56, N85, 16808
assessment p 40 N84-25635	p 73 N86-11163	VISIBLE SPECTRUM
VERTICAL TAKEOFF AIRCRAFT The integration of fight and ording control for MSTOL	Propeller aircraft cabin vibration and noise-excitation	Light emitting diodes p. 96 N83 30419
The integration of flight and engine control for VSTOL aircraft p 19 N84-12070	sources, and paths p.75 N86-11174	VISION
VERY HIGH FREQUENCIES	VIBRATION DAMPING	Visual function and the definition of thresholds for
VHF-long-distance-propagation by auroral backscatter	Structural damping of composite materials for space	exposure to laser radiation p 214 N84 33019
p 161 N83-30879	applications p 136 N83-30490	Some results of the European vestibular experiments
Propagation data for VHF planning in the UK area	VIBRATION MEASUREMENT	in the Spacelab 1 mission p 219 N85-31809
p 164 N83-30903	Flight flutter testing with emphasis on the tip vane method p.12 N83-30381	VISUAL ACUITY
Physical modeling of EM propagation over	Problems of system identification in flight vibration	Aeromedical lessons learned with night vision devices
nonhomogeneous terrain p 167 N84-12370	testing	p 223 N86-26810
VHF and UHF propagation in the Canadian high Arctic	[AGARD-R-720] p 121 N84-25718	Contact lenses for pilots and aircrew in the services
p 172 N84-24969 Meteor scatter radio communication at high latitudes	VIBRATION MODE	p 223 N86-26815
	Problems of system identification in flight vibration	Permanent visual change associated with punctate toyeal lesions p 225 N86-26823
p 186 N86,27564		
p 186 N86-27564 VERY LARGE SCALE INTEGRATION	testing	
VERY LARGE SCALE INTEGRATION	[AGARD-R-720] p 121 N84-25718	Entry visual standards and ocular examination
	(AGARD-R-720) p.121 N84-25718 VIBRATION SIMULATORS	Entry visual standards and ocular examination techniques for future fighter aircrew p 226 N86-30317
VERY LARGE SCALE INTEGRATION Built-in test and self repair mechanisms in a digital	[AGARD-R-720] p. 121 N84-25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a launcher	Entry visual standards and ocular examination techniques for future fighter aircrew p 226 NB6-30317 VISUAL AIDS
VERY LARGE SCALE INTEGRATION Buttim test and self repair mechanisms in a digital correlator integrated circuit p.48. N85-16741 Electro-optic techniques for VLSI interconnect p.239. N85-29774	[AGARD-R-720] p. 121 N84-25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a launcher and of the incise-induced vibrations on its structures	Entry visual standards and ocular examination techniques for future fighter aircrew p 226 N86-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805
VERY LARGE SCALE INTEGRATION Built-in test and self repair mechanisms in a digital correlator integrated circuit p.48 N85-16741 Electro-optic techniques for VLSI intercorriect p.239 N85-29774 The impact of Very High Performance Integrated Circuits	[AGARD-R-720] p. 121 N84-25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a launcher	Entry visual standards and ocular examination techniques for future lighter aircrew p.226 N86:30317 VISUAL AIDS Operational experiences with night visuon goggles in helicopter low-level flight at night p.222 N86:26805 Night vision support devices thuman engineering
VERY LARGE SCALE INTEGRATION Built-in test and self repair mechanisms in a digital correlator integrated circuit p. 48 N85-16741 Electro-optic techniques for VLSI interconnect p. 239 N85-29774 The impact of Very High Performance Integrated Circuits on Fladar, Guidance and Avionics Systems.	AGARD.R.720 p. 121 N84 25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a launcher and of the indise-induced vibrations on its structures p. 136 N83:30486 VIBRATION TESTS	Entry visual standards and ocular examination techniques for future lighter aircrew p 226 N86-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805 Night vision support devices Human engineering integration p 223 N86-26806
VERY LARGE SCALE INTEGRATION Built-in test and self repair mechanisms in a digital correlator integrated circuit p. 48. N85-16741 Electro-optic techniques for VLSI interconnect p. 239. N85-29774 The Impact of Very High Performance Integrated Circuits on Radar-Guidance and Avionics Systems. [AGARD CP-380.	[AGARD-R-20] p.121 N84-25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a fauncher and of the incise-induced vibrations on its structures p.136 N83-30466	Entry visual standards and ocular examination techniques for future fighter aircrew p 226 N86:30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86:26805 Night vision support devices Human engineering integration p 223 N86:26806 Entry visual standards and ocular examination ocular examination of the properties of the pro
VERY LARGE SCALE INTEGRATION Built-in test and self repair mechanisms in a digital correlator integrated circuit p.48 N85-16741 Electro-optic techniques for VLSI interconnect p.239 N85-29774 The impact of Very High Performance Integrated Circuits on Radar Guidance and Avionics Systems [AGARD CP-380] p.187 N86-28337 VHSKI today and tomorrow p.187 N86-28337	[AGARD.R-720] p. 121 N84:25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a launcher and of the inise-induced vibrations on its structures p. 136 N83:30486 VIBRATION TESTS Flight flutter testing with emphasis on the tip vane.	Entry visual standards and ocular examination techniques for future lighter aircrew p 226 N86-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805 Night vision support devices Human engineering integration p 223 N86-26808 Entry visual standards and ocular examination techniques for future lighter aircrew p 226 N86-30317
VERY LARGE SCALE INTEGRATION Butti-in test and self repair mechanisms in a digital correlator integrated circuit p.48 NB5-16741 Electro-optic techniques for VLSI interconnect p.239 NB5-29774 The impact of Very High Performance Integrated Circuits on Fladar Guidance and Avionics Systems (AGARD CP-380 p.187 NB6-28337) VHSIC today and tomorrow p.187 NB6-28338 Bipolar VLSI technology p.187 NB6-28438	AGARD-R-720 p. 121 N84-25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a launcher and of the invise-induced vibrations on its structures p. 136 N83-30486 VIBRATION TESTS Flight flutter testing with emphasis on the tip vane method p. 12 N83-30381 Problems of system identification in flight vibration testing	Entry visual standards and ocular examination techniques for future fighter aircrew p 226 NB6-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at might p 222 N86-26805 Night vision support devices Humain engineering integration Entry visual standards and ocular examination techniques for future highter aircrew p 226 N86-30317 VISUAL DISCRIMINATION
VERY LARGE SCALE INTEGRATION Built-in test and self repair mechanisms in a digital correlator integrated circuit p.48 N85-16741 Electro-optic techniques for VLSI interconnect p.239 N85-29774 The impact of Very High Performance Integrated Circuits on Radar Guidance and Avionics Systems [AGARD CP-380] p.187 N86-28337 VHSKI today and tomorrow p.187 N86-28337	AGARD-R-720 p. 121 N84.25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a launcher and of the incise-induced vibrations on its structures p. 136 N83-30466 VIBRATION TESTS Flight flutter testing with emphasis on the tip vane method p. 12 N83.30381 Problems of system identification in flight vibration testing (AGARD-R-720 p. 121 N84.25718	Entry visual standards and ocular examination techniques for future lighter aircrew p.226 N86-303.7 VISUAL AIDS Operational experiences with night visuor goggles in helicopter low-level flight at night p.222 N86-26805 Night visuon support devices Human engineering integration p.223 N86-26806 Entry visual standards and techniques for future lighter aircrew p.226 N86-30317 VISUAL DISCRIMINATION Aermedical Support in Military Helicopter Operations
VERY LARGE SCALE INTEGRATION Built-in test and self repair mechanisms in a digital correlator integrated circuit p. 48 N85-16741 Electro-optic techniques for VLSI interconnect p. 239 N85-29774 The Impact of Very High Performance Integrated Circuits on Radar Guidance and Avionics Systems [AGARD CP-380 p. 187 N86-28337 VHSIC Today and tomorrow p. 187 N86-28340 A comparison of the radiation hardness of various VLSI By Comparison of the radiation hardness of various VLSI.	IAGARD.R.720 p. 121 N84.25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a launcher and of the inoise-induced vibrations on its structures p. 136 N83.30466 VIBRATION TESTS Flight flutter testing with emphasis on the tip vane method p. 12 N83.30381 Problems of system identification in flight vibration testing (AGARD.R.720 p. 121 N84.25718 VIDEO EQUIPMENT	Entry visual standards and ocular examination techniques for future fighter aircrew p 226 N86-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805 Night vision support devices Human engineering p 226 N86-26806 Entry visual standards and ocular examination techniques for future fighter aircrew p 226 N86-30317 VISUAL DISCRIMINATION Aermedical Support in Military Helicopter Operations (AGAROLES 134) p 212 N84-26279
VERY LARGE SCALE INTEGRATION Bultin test and self repair mechanisms in a digital correlator integrated circuit p. 48. N85-16741 Electro-optic techniques for VLSI interconnect p. 239. N85-29774 The impact of Very High Performance Integrated Circuits on Fladar Guidance and Avionics Systems. [AGARD CP-380. VHSIC today and tomorrow p. 187. N86-28337 VHSIC today and tomorrow p. 187. N86-28340 A comparison of the radiation hardness of various VLS1 technologies for defense applications.	AGARD-R-720 p. 121 N84-25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a launcher and of the inose-induced vibrations on its structures p. 136 N83-30466 VIBRATION TESTS Flight flutter testing with emphasis on the tip vane method p. 12 N83-30381 Problems of system identification in flight vibration testing (AGARD-R-720 p. 121 N84-25718 VIDEO EQUIPMENT A video bus for weapon system integration	Entry visual standards and ocular examination techniques for future fighter aircrew p.226 NB6-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p.222 NB6-26805. Night vision support devices Human engineering p.223 NB6-26805. Entry visual standards and ocular examination techniques for future lighter aircrew p.226 NB6-30317 VISUAL DISCRIMINATION Aermedical Support in Military Helicopter Operations p.4GARD-LS-1341 p.212 NB4-26279 Visual problems in helicopter operations
VERY LARGE SCALE INTEGRATION Butti-in test and self repair mechanisms in a digital correlator integrated circuit p. 48. NB5-16741. Electro-optic techniques for VLSI interconnect p. 239. NB5-29774. The impact of Very High Performance Integrated Circuits on Radar Guidance and Avionics Systems. AGARD CP-380. p. 187. NB6-28337. VHSIC today and tomorrow p. 187. NB6-28338. Sepondar VLSI technology p. 187. NB6-28334. A comparison of the radiation hardness of various VLSI technologies for defense applications. p. 188. NB6-28344. Hardware and architecture design of VLSI systems. p. 188. NB6-28344.	IAGARD.R.720 p. 121 N84.25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a launcher and of the incise-induced vibrations on its structures p. 136 N83:30486 VIBRATION TESTS Flight flutter testing with emphasis on the tip vane method p. 12 N83.30381 Problems of system identification in flight vibration testing (AGARD.R.720 p. 121 N84.25718 VIDEO EQUIPMENT A video bus for weapon system integration p. 24 N84.15051	Entry visual standards and ocular examination techniques for future fighter aircrew p 226 N86-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805 Night vision support devices Human engineering p 226 N86-26806 Entry visual standards and ocular examination techniques for future fighter aircrew p 226 N86-30317 VISUAL DISCRIMINATION Aermedical Support in Military Helicopter Operations (AGAROLES 134) p 212 N84-26279
VERY LARGE SCALE INTEGRATION Built-in test and self repair mechanisms in a digital correlator integrated circuit p. 48. N85-16741 Electro-optic techniques for VLSI interconnect p. 239. N85-29774 The impact of Very High Performance Integrated Circuits on Fladar Guidance and Avionics Systems. [AGARD CP-380. p. 187. N86-28337 VHSIC today and tomorrow p. 187. N86-283340 A comparison of the radiation hardness of various VLSI technologies for defense applications. p. 188. N86-28344 Hardware and architecture design of VLSI systems. p. 188. N86-28346 The use of fault tolerant and testable high performance.	AGARD-R-720 p. 121 N84-25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a launcher and of the invise-induced vibrations on its structures p. 136 N83-30486 VIBRATION TESTS Flight flutter testing with emphasis on the tip vane method p. 12 N83-30381 Problems of system identification in flight vibration testing (AGARD-R-720 p. 121 N84-25718 VIDEO GUIPMENT A video bus for weapon system integration p. 24 N84-15051 VISCOPLASTICITY	Entry visual standards and ocular examination techniques for future lighter aircrew p.226 N86-303.7 VISUAL AIDS Operational experiences with night visuor goggles helicoper low-level flight at night p.222 N86-26805 Night vision support devices Human engineering p.223 N86-26806 Entry visual standards and techniques for future lighter aircrew p.226 N86-30317 VISUAL DISCRIMINATION Aermedical Support in Military Helicopter Operations p.212 N84-26279 Visual problems in helicopter operations p.212 N84-26283 Discorrentation in helicopter flight p.212 N84-26883 p.212 N84-26884 Entry visual standards and ocular examination devices p.212 N84-26883 p.213 N84-26884 p.214 N84-26884 p.215 N84-26884 p.215 N84-26884 p.216 N84-26884 p.216 N84-26884 p.217 N84-26884 p.218 N8
VERY LARGE SCALE INTEGRATION Bulti-in test and self repair mechanisms in a digital correlator integrated circuit p. 48. N85-16741 Electro-optic techniques for VLSI interconnect p. 239. N85-29774 The impact of Very High Performance Integrated Circuits on Fladair Guidance and Avionics Systems. [AGARD-CP-380] p. 187. N86-28337 VHSIC today and tomorrow p. 187. N86-28338 Bipolar VLSI technology p. 187. N86-28338 A comparison of the radiation hardness of vanous VLSI technologies for defense applications p. 188. N86-28344 Hardware and architecture design of VLSI systems p. 188. N86-28346 The use of fault tolerant and testable high performance integrated circuits for improved military electronic systems.	IAGARD-R-720 p. 121 N84.25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a launcher and of the inose-induced vibrations on its structures p. 136 N83-30466 VIBRATION TESTS Flight flutter testing with emphasis on the tip vane method p. 12 N83.30381 Problems of system identification in flight vibration testing (AGARD-R-720 p. 121 N84.25718 VIDEO EQUIPMENT A video bus for weapon system integration p. 24 N84.15051 VISCOPLASTICITY Life prediction at high temperature under multifaxial	Entry visual standards and ocular examination operational experiences with night visuor goggles in helicopter low-level flight at might in p. 222 N86-26805 Night visuor support devices Human engineering integration p. 233 N86-26806 Entry visual standards and ocular examination techniques for future highter aircrew p. 226 N86-30317 VISUAL DISCRIMINATION Aermedical Support in Military Helicopter Operations (AGARD-LS-134) Visual problems in helicopter operations p. 212 N84-26280 Disorientation in helicopter flight p. 212 N84-26284
VERY LARGE SCALE INTEGRATION Built-in test and self repair mechanisms in a digital correlator integrated circuit p. 48. N85-16741. Electro-optic techniques for VLSI interconnect p. 239. N85-29774. The impact of Very High Performance Integrated Circuits on Radar Guidance and Avionics Systems. ACARD CP-380. p. 187. N86-28337. VHSK. today and tomorrow p. 187. N86-28338. Bipoiar VLSI technology p. 187. N86-28340. A comparison of the radiation hardness of various VLSI technologies for defense applications. p. 188. N86-28344. Hardware and architecture design of VLSI systems. p. 188. N86-28344. The use of fault tolerant and testable high performance integrated circuits for improved military electronic system availability. p. 188. N86-28349.	AGARD-R-720 p. 121 N84-25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a launcher and of the invise-induced vibrations on its structures p. 136 N83-30486 VIBRATION TESTS Flight flutter testing with emphasis on the tip vane method p. 12 N83-30381 Problems of system identification in flight vibration testing (AGARD-R-720 p. 121 N84-25718 VIDEO GUIPMENT A video bus for weapon system integration p. 24 N84-15051 VISCOPLASTICITY	Entry visual standards and ocular examination techniques for future fighter aircrew y1SUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-2805 Night vision support devices Human engineering p 223 N86-2805 Entry visual standards and ocular examination techniques for future highter aircrew y1SUAL DISCRIMINATION Aermedical Support in Military Helicopter Operations p 212 N84-2628 Disorientation in helicopter operations p 212 N84-2628 Entry visual standards and ocular examination techniques for future highter aircrew y p 226 N86-30317 VISUAL FIELDS
VERY LARGE SCALE INTEGRATION Bultine test and self repair mechanisms in a digital correlator integrated circuit p. 48. N85-16741. Electro-optic techniques for VLSI interconnect p. 239. N85-29774. The impact of Very High Performance Integrated Circuits on Fladair Guidance and Avionics Systems. [AGARD CP-380] P. 187. N86-28337. VHSIC today and tomorrow p. 187. N86-28338. Bipolar VLSI technology p. 187. N86-28340. A comparison of the radiation hardness of various VLSI technologies for defense applications. [P. 188. N86-28344. Hairdware and architecture design of VLSI systems p. 188. N86-28346. The use of fault tolerant and testable high performance integrated circuits for improved military electronic system availability. VLSI control structures.	AGARD-R-720 p. 121 N84-25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a launcher and of the incise-induced vibrations on its structures p. 136 N83-30466 VIBRATION TESTS Flight flutter testing with emphasis on the tip vane method p. 12 N83-30381 Problems of system identification in flight vibration testing (AGARD-R-720 p. 121 N84-25718 VIDEO EQUIPMENT A video bus for weapon system integration p. 24 N84 15051 VISCOPLASTICITY Life prediction at high temperature under multifaxial loading p. 106 N85-15745	Entry visual standards and ocular examination techniques for future fighter aircrew p 226 N86-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-2806. Entry visual standards and techniques for future tighter aircrew VISUAL DISCRIMINATION Aermedical Support in Military Helicopter Operations yisual problems in helicopter operations. P 212 N84-26279 Discrimination in helicopter flight p 213 N84-26280. Entry visual standards and techniques for future highter aircrew p 226 N86-30317 VISUAL FIELDS Visual difficulties associated with future windscreen and
VERY LARGE SCALE INTEGRATION Bultin- test and self repair mechanisms in a digital correlator integrated circuit p. 48. N85-16741. Electro-optic techniques for VLSI interconnect p. 239. N85-29774. The impact of Very High Performance Integrated Circuits on Fladar Guidance and Avionics Systems. AGARD CP-380. p. 187. N86-28337. VHSIC today and tomorrow p. 187. N86-28338. Supoiar VLSI technology p. 187. N86-28338. A comparison of the radiation hardness of various VLSI technologies for defense applications. p. 188. N86-28344. Hardware and architecture design of VLSI systems. p. 188. N86-28346. The use of fault tolerant and testable high performance integrated circuits for improved military electronic system availability. VLSI control structures. p. 188. N86-28348. Gallium Arsende wafer scale integration.	IAGARD-R-720 p. 121 N84-25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a launcher and of the incise-induced vibrations on its structures p. 136 N83-30486 VIBRATION TESTS Flight flutter testing with emphasis on the tip vane method p. 12 N83-30381 Problems of system identification in flight vibration testing (AGARD-R-720 p. 121 N84-25718 VIDEO EQUIPMENT A video bus for weapon system integration p. 24 N84-15051 VISCOPLASTICITY Life prediction at high temperature under multilaxial loading p. 106 N85-15745 VISCOSITY Boundary-layer linear stability theory p. 193 N84-33759	Entry visual standards and ocular examination occhroques for future fighter aircrew p 226 NB6-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p 222 NB6-26805 Night vision support devices Human engineering p 233 NB6-26808 Entry visual standards and ocular examination techniques for future lighter aircrew p 226 NB6-30317 VISUAL DISCRIMINATION Aermedical Support in Military Helicopter Operations p 212 NB4-26279 Visual problems in helicopter tight Entry visual standards and ocular examination techniques for future fighter aircrew p 26 NB6-30317 VISUAL FIELDS Visual difficulties associated with future windscreen and HUD integration p 225 NB6-26824
VERY LARGE SCALE INTEGRATION Bultin test and self repair mechanisms in a digital correlator integrated circuit p. 48. N85-16741. Electro-optic techniques for VLSI interconnect p. 239. N85-29774. The impact of Very High Performance Integrated Circuits on Fladair Guidance and Avionics Systems. [AGARD CP-380] P. 187. N86-28337. VHSIC floday and tomorrow p. 187. N86-28338. Bipolar VLSI technology p. 187. N86-28340. A comparison of the radiation hardness of various VLSI technologies for defense applications. [P. 188. N86-28344. Hardware and architecture design of VLSI systems p. 188. N86-28345. The use of fault tolerant and testable high performance integrated circuits for improved military electronic system availability. p. 188. N86-28347. VLSI control structures. p. 188. N86-28348. Gallium Arsenide wafer scale integration. p. 188. N86-28349.	IAGARD-R-720 p. 121 N84.25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a launcher and of the inose-induced vibrations on its structures p. 136 N83-30466 VIBRATION TESTS Flight flutter testing with emphasis on the tip vanemethod p. 12 N83.30381 Problems of system identification in flight vibration testing [AGARD-R-720] p. 121 N84.25718 VIDEO EQUIPMENT A video bus for weapon system integration p. 24 N84.15051 VISCOPLASTICITY Life prediction at high temperature under multi-axial loading p. 106 N85.15745 VISCOPLASTICITY Double of the production at high temperature under multi-axial loading p. 106 N85.15745 VISCOSTTY Boundary-layer linear stability theory p. 193 N84-33759 VISCOUS DRAG	Entry visual standards and ocular examination techniques for future lighter aircrew p 226 N86-303.77 VISUAL AIDS Operational experiences with night visuor goggles in helicopter low-level flight at night p 222 N86-26805. Night vision support devices Human engineering integration p 223 N86-26805. Entry visual standards and techniques for future lighter aircrew p 226 N86-303.17 VISUAL DISCRIMINATION Aermedical Support in Military Helicopter Operations AGARID-LS-134 p 212 N84-26279. Visual problems in helicopter operations p 212 N84-2628. Entry visual standards and techniques for future lighter aircrew p 226 N86-303.17 VISUAL FIELDS Visual difficulties associated with future windscreen and HUD integration p 225 N86-26824 VISUAL FLORAT
VERY LARGE SCALE INTEGRATION Bulti-in test and self repair mechanisms in a digital correlator integrated circuit p. 48. N85-16741 Electro-optic techniques for VLSI interconnect p. 239. N85-29774 The impact of Very High Performance Integrated Circuits on Fladar Guidance and Avionics Systems. [AGARD-CP-380] p. 187. N86-28337 VHSIC loday and tomorrow p. 187. N86-28338 Bipolar VLSI technology p. 187. N86-28338 Bipolar VLSI technology p. 187. N86-28338 Electropic p. 188. N86-28340 A comparison of the radiation hardness of vanous VLSI technologies for defense applications p. 188. N86-28344 Hardware and architecture design of VLSI systems p. 188. N86-28346 The use of fault tolerant and testable high performance integrated circuits for improved military electronic system availability. VLSI control structures p. 188. N86-28348 Gallium Arsenide wafer scale integration p. 188. N86-28349 Radar signal processing with high speed LSI devices.	IAGARD-R-720 p. 121 N84.25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a launcher and of the incise-induced vibrations on its structures p. 136 N83.30486 VIBRATION TESTS Flight flutter testing with emphasis on the tip varie method p. 12 N83.30381 Problems of system identification in flight vibration testing (IAGARD-R-720 p. 121 N84.25718 VIBCOLIPMENT A video bus for weapon system integration p. 24 N84.15051 VISCOPLASTICITY Life prediction at high temperature under multiaxial loading viscosity Boundary-layer linear stability theory VISCOSITY Boundary-layer linear stability theory VISCOUS DRAG Arcraft drag reduction technology p. 52 N85.16782	Entry visual standards and ocular examination techniques for future lighter aircrew p 226 N86-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805 Night vision support devices Human engineering integration p 223 N86-26808 Entry visual standards and ocular examination techniques for future highter aircrew p 226 N86-30317 VISUAL DISCRIMINIATION Aermedical Support in Military Helicopter Operations p 212 N84-26299 Visual problems in helicopter operations p 212 N84-26284 Entry visual standards and ocular examination techniques for future highter aircrew p 226 N86-30317 VISUAL FIELDS Visual difficulties associated with future windscreen and HUD integration p 225 N86-26824 VISUAL FLEGHT N84-2684
VERY LARGE SCALE INTEGRATION Built-in test and self repair mechanisms in a digital correlator integrated circuit p. 48. N85-16741 Electro-optic techniques for VLSI interconnect p. 239. N85-29774 The impact of Very High Performance Integrated Circuits on Fladar. Guidance and Avionics Systems. ACARD CP-380. p. 187. N86-28337 VHSIC today and tomorrow p. 187. N86-28338 Bipolar VLSI technology p. 187. N86-28338 Bipolar VLSI technology p. 187. N86-28344 A comparison of the radiation hardness of various VLSI technologies for defense applications. p. 188. N86-28344 Hardware and architecture design of VLSI systems. p. 188. N86-28344 The use of fault tolerant and testable high performance integrated circuits for improved military electronic system availability. p. 188. N86-28348 Gallium Arsenide water scale integration. p. 188. N86-28348 Radar signal processing with high speed LSI devices. P. 188. N86-28349.	IAGARD-R-720 p. 121 N84-25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a launcher and of the inose-induced vibrations on its structures p. 136 N83-30466 VIBRATION TESTS	Entry visual standards and ocular examination techniques for future fighter aircrew p. 226 NB6.30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p. 222 NB6.26805 Night vision support devices integration p. 223 NB6.26805 Human engineering p. 223 NB6.26805 Entry visual standards and ocular examination techniques for future highter aircrew p. 226 NB6.30317 VISUAL DISCRIMINATION Aermedical Support in Military Helicopter Operations p. 212 NB4.26283 Visual problems in helicopter flight p. 212 NB4.26283 Entry visual standards and ocular examination techniques for future highter aircrew p. 226 NB6.30317 VISUAL FIELDS Visual difficulties associated with future windscreen and HUD integration p. 225 NB6.26824 VISUAL FIELDS Visual problems in helicopter operations p. 212 NB4.26283
VERY LARGE SCALE INTEGRATION Bulti-in test and self repair mechanisms in a digital correlator integrated circuit p. 48. N85-16741 Electro-optic techniques for VLSI interconnect p. 239. N85-29774 The impact of Very High Performance Integrated Circuits on Fladair Guidance and Avionics Systems. [AGARD-CP-380] p. 187. N86-28337 VHSIC loday and tomorrow p. 187. N86-28338 Bipolar VLSI technology p. 187. N86-28338 Bipolar VLSI technology p. 187. N86-28338 Electropic p. 188. N86-28340 A comparison of the radiation hardness of vanous VLSI technologies for defense applications p. 188. N86-28344 Hardware and architecture design of VLSI systems p. 188. N86-28346 The use of fault tolerant and testable high performance integrated circuits for improved military electronic system availability. VLSI control structures p. 188. N86-28348 Gallium Arsenide wafer scale integration p. 188. N86-28349 Radar signal processing with high speed LSI devices.	IAGARD-R-720 p. 121 N84 25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a launcher and of the incise-induced vibrations on its structures p. 136 N83:30486 VIBRATION TESTS Flight flutter testing with emphasis on the tip vane method p. 12 N83:30381 Problems of system identification in flight vibration testing (AGARD-R-720 p. 121 N84:25718 VIDEO EQUIPMENT A video bus for weapon system integration p. 24 N84:15051 VISCOPLASTICITY Life prediction at high temperature under multi-axial loading p. 106 N85:15745 VISCOSITY Boundary layer linear stability theory p. 193 N84:33759 VISCOUS DRAG Aircraft drag reduction technology p. 52 N85:16782 Aircraft drag reduction technology P. 54 N86:15267 P. 54	Entry visual standards and ocular examination techniques for future fighter aircrew p 226 N86-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805. Night vision support devices human engineering p 226 N86-26806. Entry visual standards and ocular examination techniques for future fighter aircrew p 226 N86-26807. VISUAL DISCRIMINATION Aermedical Support in Military Helicopter Operations p 212 N84-26279. Visual problems in helicopter operations p 212 N84-26284. Entry visual standards and ocular examination techniques for future highter aircrew p 226 N86-30317. VISUAL FIELDS VISUAL FIELDS VISUAL FIELDS VISUAL FIELDS VISUAL FLEIGHT VISUAL FLECHT VISUAL PERCEPTION
VERY LARGE SCALE INTEGRATION Bultine test and self repair mechanisms in a digital correlator integrated circuit p. 48. N85-16741 Electro-optic techniques for VLSI interconnect p. 239. N85-29774 The impact of Very High Performance Integrated Circuits on Fladar Guidance and Avionics Systems. [AGARD-CP-380] p. 187. N86-28338 UHSIC today and tomorrow p. 187. N86-28338 Bipolar VLSI technology p. 187. N86-28338 A comparison of the radiation hardness of vanous VLSI technologies for defense applications. [P. 188. N86-28344] Hardware and architecture design of VLSI systems. [P. 188. N86-28346] The use of fault tolerant and testable high performance integrated circuits for improved military electronic system availability. [P. 188. N86-28348] Gallium Arsenide wafer scale integration. [P. 188. N86-28349] Radar signal processing with high speed LSI devices. [P. 180. N86-28352] MM-DAP its architecture and role as a real time arborne.	IAGARD-R-720 p. 121 N84-25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a launcher and of the incise-induced vibrations on its structures p. 136 N83-30486 VIBRATION TESTS Flight flutter testing with emphasis on the tip vane method p. 12 N83-30381 Problems of system identification in flight vibration testing (AGARD-R-720 p. 121 N84-25718 VIDEO EQUIPMENT P. 121 N84-15051 VIBCOPLASTICITY Life prediction at high temperature under multiaxial loading p. 106 N85-15745 VISCOPLASTICITY Boundary-layer linear stability theory p. 193 N84-33759 VISCOUS DRAG Aircraft drag reduction technology p. 52 N85-16782 Aircraft drag reduction technology A summary p. 84 N86-15267 VIBCOUS FLOW	Entry visual standards and ocular examination occhroques for future fighter aircrew p 226 NB6-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805 Night vision support devices Human engineering p 223 N86-26808 Entry visual standards and ocular examination techniques for future lighter aircrew p 226 N86-30317 VISUAL DISCRIMINATION Aermedical Support in Military Helicopter Operations p 212 N84-26279 Visual problems in helicopter operations p 212 N84-26288 Disorientation in helicopter flight Entry visual standards and ocular examination techniques for future fighter aircrew p 226 N86-30317 VISUAL FIELDS Visual difficulties associated with future windscreen and HUD integration p 225 N86-26824 VISUAL FLIGHT Visual problems in helicopter operations p 212 N84-26283 VISUAL FLIGHT Visual problems in helicopter operations p 212 N84-2683 VISUAL FLIGHT Visual problems in helicopter operations p 212 N84-26284 VISUAL FLIGHT Visual problems in helicopter operations p 212 N84-2683 VISUAL FLIGHT Visual problems in helicopter operations p 212 N84-2683
VERY LARGE SCALE INTEGRATION Bulti-in test and self repair mechanisms in a digital correlator integrated circuit p. 48. N85-16741. Electro-optic techniques for VLSI interconnect. p. 239. N85-29774. The impact of Very High Performance Integrated Circuits on Fladar. Guidance and Avionics Systems. AGARD CP-380. p. 187. N86-28337. VHSIC today and tomorrow. p. 187. N86-28338. Bipoiar VLSI technology. p. 187. N86-28338. Bipoiar VLSI technology. p. 187. N86-28344. A comparison of the radiation hardness of various VLSI technologies for defense applications. p. 188. N86-28344. Hardware and architecture design of VLSI systems. p. 188. N86-28346. The use of fault tolerant and testable high performance integrated circuits for improved military electronic system availability. VLSI control structures. p. 188. N86-28347. VLSI control structures. p. 188. N86-28349. Radar signal processing with high speed LSI devices. p. 188. N86-28352. MNI DAP. Its architecture and role as a real time airborne digital signal procession. p. 180. N86-28352. A distributed array signal processor with fault-tolerance attributes.	IAGAŘD-R-20 p. 121 N84 25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a launcher and of the invise-induced vibrations on its structures p. 136 N83:30466 VIBRATION TESTS p. 136 N83:30381 Flight flutter testing with emphasis on the tip vane method p. 12 N83:30381 Problems of system identification in flight vibration testing (AGARD-R-720) p. 121 N84 25718 VIDEO EQUIPMENT p. 121 N84 25718 VIDEO EQUIPMENT p. 124 N84 15051 VISCOPLASTICITY Life prediction at high temperature under multi-axial loading p. 106 N85 15745 VISCOPLASTICITY p. 133 N84 33759 VISCOSITY Soundary-layer linear stability theory p. 193 N84-33759 VISCOUS DRAG Arcraft drag reduction technology p. 52 N85 16782 Arcraft drag reduction technology A summary p. 84 N86-15267 VISCOUS FLOW Subsonic/Transonic Aerodynamic Interference for	Entry visual standards and ocular examination techniques for future lighter aircrew p 226 N86-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805 Human engineering p 223 N86-26805 Entry visual standards and techniques for future highter aircrew VISUAL DISCRIMINATION Aermedical Support in Military Helicopter Operations p 212 N84-2629 Visual problems in helicopter operations p 226 N86-30317 VISUAL FIELDS Visual interpret of the price of the policy of the
VERY LARGE SCALE INTEGRATION Bultin test and self repair mechanisms in a digital correlator integrated circuit p 48 N85-16741 Electro-optic techniques for VLS interconnect p 299 N85-29774 The impact of Very High Performance Integrated Circuits on Fladair Guidance and Avionics Systems [AGARD-CP-380] p 187 N86-28337 VHSIC today and tomorrow p 187 N86-28340 A comparison of the radiation hardness of various VLSI technologies for defense applications p 188 N86-28344 Hardware and architecture design of VLSI systems p 188 N86-28346 The use of fault tolerant and testable high performance integrated circuits for improved military electronic system availability p 188 N86-28347 VLSI control structures p 188 N86-28349 Gallium Arsenide wafer scale integration p 188 N86-28349 Radair signal procession with high speed LSI devices p 189 N86-28349 Radair signal procession with fault-tolerance attributes A revolutionary design method for VLSI signal	IAGARD-R-720	Entry visual standards and ocular examination techniques for future lighter aircrew p 226 N86-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805 Night vision support devices Human engineering p 223 N86-26808 Entry visual standards and ocular examination techniques for future highter aircrew p 226 N86-30317 VISUAL DISCRIMINIATION Aermedical Support in Military Helicopter Operations p 212 N84-26279 Visual problems in helicopter operations p 212 N84-26284 Entry visual standards and ocular examination techniques for future lighter aircrew p 226 N86-30317 VISUAL FIELDS Visual difficulties associated with future windscreen and HUD integration p 225 N86-26824 VISUAL FLIGHT Visual problems in helicopter operations p 212 N84-26283 VISUAL FLIGHT Visual problems in helicopter operations p 212 N86-26824 VISUAL FLIGHT Visual problems in helicopter operations p 212 N84-26283 VISUAL FLIGHT Visual problems in helicopter operations p 212 N84-26283 VISUAL FLIGHT Visual problems in helicopter operations p 212 N86-26824 VISUAL PERCEPTION Human factors aspects of displays p 96 N83-30415 Occupational Medicine Relevant to Avaiton Medicine AGARD-CP-341 p 213 N84-30011
VERY LARGE SCALE INTEGRATION Bulti-in test and self repair mechanisms in a digital correlator integrated circuit p 48 N85-16741 Electro-optic techniques for VLSI interconnect p 239 N85-29774 The impact of Very High Performance Integrated Circuits on Fladar Guidance and Avionics Systems [AGARD CP-380] p 187 N86-28337 VHSIC today and tomorrow p 187 N86-28338 Bipotar VLSI technology p 187 N86-28338 Bipotar VLSI technology p 187 N86-28340 A comparison of the radiation hardness of vanous VLSI technologies for defense applications p 188 N86-28344 Hardware and architecture design of VLSI systems p 188 N86-28346 The use of fault tolerant and testable high performance integrated circuits for improved military electronic system availability VLSI control structures p 188 N86-28349 VLSI control structures p 188 N86-28349 Gallium Arsenide wafer scale integration p 188 N86-28349 Radar signal processing with high speed LSI devices p 180 N86-28359 Adistributed array signal processor with fault-tolerance attributes p 190 N86-28359 A revolutionary design method for VLSI signal processors	IAGARD-R-720	Entry visual standards and ocular examination techniques for future lighter aircrew p 226 N86-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805 Human engineering p 223 N86-26805 Entry visual standards and techniques for future highter aircrew VISUAL DISCRIMINATION Aermedical Support in Military Helicopter Operations p 212 N84-2629 Visual problems in helicopter operations p 226 N86-30317 VISUAL FIELDS Visual interpret of the price of the policy of the
VERY LARGE SCALE INTEGRATION Butti-in test and self repair mechanisms in a digital correlator integrated circuit p 48 N85-16741 Electro-optic techniques for VLSI interconnect p 239 N85-29774 The impact of Very High Performance Integrated Circuits on Fladar Guidance and Avionics Systems (AGARD CP-380) p 187 N86-28337 VHSIC today and tomorrow p 187 N86-28338 Bipolar VLSI technology p 187 N86-28338 Bipolar VLSI technology p 187 N86-28344 A comparison of the radiation hardness of various VLSI technologies for defense applications p 188 N86-28344 Hardware and architecture design of VLSI systems p 188 N86-28344 The use of fault tolerant and testable high performance integrated circuits for improved military electronic system availability p 188 N86-28347 VLSI control structures p 188 N86-28347 VLSI control structures p 188 N86-28348 Gallium Arsenide wafer scale integration p 188 N86-28349 Radar signal processing with high speed LSI devices p 189 N86-28352 MI DAP its architecture and role as a real time airborne digital signal processor p 190 N86-28350 A revolutionary design method for VLSI signal processors p 190 N86-28361 Potential impact of VLSI technologies on guided missile	IAGARD-R-720	Entry visual standards and ocular examination techniques for future fighter aircrew p 226 NB6-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805 Night vision support devices Human engineering p 223 N86-26806 Entry visual standards and ocular examination techniques for future lighter aircrew p 226 N86-30317 VISUAL DISCRIMINATION Aermedical Support in Military Helicopter Operations p 212 N84-26279 Visual problems in helicopter operations p 212 N84-26283 Disorientation in helicopter flight Entry visual standards and ocular examination techniques for future fighter aircrew p 226 N86-30317 VISUAL FIELDS Visual difficulties associated with future windscreen and HUD integration p 225 N86-26824 VISUAL FLIGHT Visual problems in helicopter operations p 212 N84-26283 VISUAL FLIGHT Visual problems in helicopter operations p 212 N84-2683 VISUAL FLIGHT Visual problems in helicopter operations p 214 N84-3011 Quantification of the policy operations p 214 N84-3011 Visual perception in systems management in peronaulics on the effects of display format variables on the
VERY LARGE SCALE INTEGRATION Bultine test and self repair mechanisms in a digital correlator integrated circuit p. 48. N85-16741. Electro-optic techniques for VLSI interconnect p. 239. N85-29774. The impact of Very High Performance Integrated Circuits on Fladar. Guidance and Avionics. Systems. AGARD CP-180. p. 187. N86-28338. VHSIC today and tomorrow. p. 187. N86-28338. Bipotar VLSI technology. p. 187. N86-28338. A comparison of the radiation hardness of vanous VLSI technologies for defense applications. p. 188. N86-28344. Hardware and architecture design of VLSI systems. p. 188. N86-28346. The use of fault tolerant and testable high performance integrated circuits for improved military electronic system availability. p. 188. N86-28348. Gallium Arsenide wafer scale integration. p. 188. N86-28349. Radar signal processing with high speed LSI denices. p. 189. N86-28359. A distributed array signal processor with fault-tolerance attributes. p. 190. N86-28360. P. 190. N86-2	IAGARD-R-720	Entry visual standards and ocular examination operational experiences with night vision goggles in helicopter low-level flight at night night vision support devices human engineering p.223 N86-2805. Entry visual standards and ocular examination etchniques for future lighter arrcrew p.226 N86-30317. VISUAL DISCRIMINATION Aermedical Support in Military Helicopter Operations p.212 N84-2629. Visual problems in helicopter operations p.212 N84-2629. Disorientation in helicopter flight p.212 N84-2628. Entry visual standards and ocular examination techniques for future highter arcrew p.226 N86-30317. VISUAL FIELDS Visual problems in helicopter operations p.212 N84-26284. Visual problems in helicopter operations p.225 N86-26824. VISUAL FLEIDS Visual difficulties associated with future windscreen and HUD integration. p.215 N86-26834. VISUAL FLEIDT Visual problems in helicopter operations p.216 N86-26834. VISUAL FLEIDT Visual problems in helicopter operations p.217 N84-26283. VISUAL PERCEPTION Human factors aspects of displays p.96 N83-30415. Occupational Medicine Relevant to Awation Medicine p.404. NR4-3011. MR4-3011. MR4
VERY LARGE SCALE INTEGRATION Bulti-in test and self repair mechanisms in a digital correlator integrated circuit p. 48. N85-16741. Electro-optic techniques for VLSI interconnect. p. 239. N85-29774. The impact of Very High Performance Integrated Circuits on Radar. Guidance and Avionics Systems. AGARD CP-380. p. 187. N86-28337. VHSIC today and tomorrow. p. 187. N86-28338. Bipoiar VLSI technology. p. 187. N86-28338. Bipoiar VLSI technology. p. 187. N86-28344. A comparison of the radiation hardness of various VLSI technologies for defense applications. p. 188. N86-28344. Hardware and architecture design of VLSI systems. p. 188. N86-28346. The use of fault tolerant and testable high performance integrated circuits for improved military electronic system availability. VLSI control structures. p. 188. N86-28347. VLSI control structures. p. 188. N86-28349. Radar signal processing with high speed LSI devices. p. 188. N86-28352. MN-DAP. Its architecture and role as a real time airborned digital signal processor. p. 180. N86-28359. A distributed array signal processor with fault-tolerance attributes. p. 180. N86-28361. Potential impact of VLSI technologies on guided resisting design. Charge processing in infrared CCD-sensor arrays.	IAGARD-R-720 p. 121 N84.25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a launcher and of the incise-induced vibrations on its structures p. 136 N83.30486 VIBRATION TESTS Flight flutter testing with emphasis on the tip vane method p. 12 N83.30381 Problems of system identification in flight vibration testing (AGARD-R-720 p. 121 N84.25718 VIDEO EQUIPMENT P. 121 N84.25718 VIBCOPLASTICITY Life prediction at high temperature under multilaxial loading p. 106 N85.15745 VISCOPLASTICITY Boundary-layer linear stability theory p. 193 N84.33759 VISCOUSTY DRAG Aircraft drag reduction technology p. 52 N85.16782 Aircraft drag reduction technology p. 84 N86-15267 VIBCOUS FLOW Subsonic/Transonic Aerodynamic Interference for Aircraft Introductory remarks p. 20 N84.12073 Subsonic/Transonic Aerodynamic Interference for Aircraft Introductory remarks p. 20 N84.12073 Subsonic/Transonic Aerodynamic Interference for Aircraft Introductory remarks p. 20 N84.12073 Subsonic/Transonic Aerodynamic N84.12075 Viscous three-dimensional flow separations from	Entry visual standards and ocular examination techniques for future lighter aircrew p 226 N86-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805 Night vision support devices Human engineering p 223 N86-26806 Entry visual standards and ocular examination techniques for future highter aircrew p 226 N86-30317 VISUAL DISCRIMINIATION Aermedical Support in Military Helicopter Operations p 212 N84-26279 Visual problems in helicopter operations p 212 N84-26284 Entry visual standards and ocular examination techniques for future lighter aircrew p 226 N86-30317 VISUAL FIELDS Visual difficulties associated with future windscreen and HUD integration p 225 N86-26824 VISUAL FLIGHT Visual problems in helicopter operations p 212 N84-26283 VISUAL FLIGHT Visual problems in helicopter operations p 212 N86-26824 VISUAL FLIGHT Visual problems in helicopter operations p 212 N84-26283 VISUAL FLIGHT Visual proception in systems p 213 N86-30317 VISUAL PERCEPTION Human factors aspects of displays p 96 N83-30415 Occupational Medicine Relevant to Avaition Medicine AGARD-CP-3411 p 213 N84-30311 VISUAL Perception in systems pronaultics Some effects of display format variables on the perception of aircraft spatual orientation
VERY LARGE SCALE INTEGRATION Bultin test and self repair mechanisms in a digital correlator integrated circuit p 48 N85-16741 Electro-optic techniques for VLS interconnect p 299 N85-29774 The impact of Very High Performance Integrated Circuits on Fladar Guidance and Avionics Systems [AGARD CP-180] VHSIC today and tomorrow p 187 N86-28337 VHSIC today and tomorrow p 187 N86-28340 A comparison of the radiation hardness of various VLSI technologies for defense applications [P 188 N86-28344] Hardware and architecture design of VLSI systems [P 188 N86-28344] The use of fault tolerant and testable high performance integrated circuits for improved military electronic system availability [P 188 N86-28345] VLSI control structures [P 188 N86-28347] VLSI control structures [P 188 N86-28349] Radar signal processing with high speed LSI denices [P 188 N86-28352] Mic DAP its architecture and role as a real time arborne digital signal processor A distributed array signal processor with fault-tolerance attributes [P 190 N86-28356] A revolutionary design method for VLSI signal processors [P 190 N86-28361] Potential impact of VLSI technologies on guided missale design [P 190 N86-28361] P 186-28363 Charge processing in infrared CCD-sensor arrays [P 191 N86-28363]	IAGARD-R-720	Entry visual standards and ocular examination techniques for future lighter aircrew p 226 N86-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805 Human engineering p 229 N86-26806 Entry visual standards and ocular examination p 226 N86-30317 VISUAL DISCRIMINATION Aermedical Support in Military Helicopter Operations y 212 N84-26219 Discreniation in helicopter operations p 212 N84-26219 Discreniation in helicopter right p 212 N84-26219 Discreniation in helicopter right p 212 N84-26239 VISUAL FIELDS Visual problems in helicopter operations p 226 N86-30317 VISUAL FIELDS Visual problems in helicopter operations p 226 N86-30317 VISUAL FLEDS Visual problems in helicopter operations p 226 N86-26824 VISUAL FLIGHT Visual problems in helicopter operations p 212 N84-26283 VISUAL FLIGHT Visual problems in helicopter operations p 212 N84-26283 VISUAL PRECEPTION Human factors aspects of displays p 96 N83-30415 Occupational Medicine Relevant to Awation Medicine p 213 N84-33017 VISUAL FLIGHT VISUAL PRECEPTION in systems p 214 N84-33017 VISUAL PRECEPTION in p 214 N84-33017 VISUAL PRECEPTION in p 215 N86-30317 VISUAL PRECEPTION in p 217 N84-33017 VISUAL PRECEPTION in p 218 N84-33017 VISUAL PRECEPTION in p 219 N84-33017 VISU
VERY LARGE SCALE INTEGRATION Bulti-in test and self repair mechanisms in a digital correlator integrated circuit p. 48. N85-16741. Electro-optic techniques for VLSI interconnect p. 239. N85-29774. The impact of Very High Performance Integrated Circuits on Fladar Guidance and Avionics Systems. AGARD CP-380. p. 187. N86-28337. VHSIC loday and tomorrow. p. 187. N86-28338. Bipolar VLSI technology. p. 187. N86-28338. Bipolar VLSI technology. p. 187. N86-28340. A comparison of the radiation hardness of vanous VLSI technologies for defense applications. p. 188. N86-28344. Hardware and architecture design of VLSI systems. p. 188. N86-28346. The use of fault tolerant and testable high performance integrated circuits for improved military electronic system availability. VLSI control structures. p. 188. N86-28348. Gallium Arsenide wafer scale integration. p. 188. N86-28349. Radar signal processing with high speed LSI devices. p. 189. N86-28359. MNI-DAP its architecture and role as a real time arborne digital signal processor. p. 190. N86-28359. A revolutionary design method for VLSI signal processors in p. 191. N86-28362. Charge processorig in infrared CCD-senior arrays. p. 191. N86-28362. New system design methodologies in the design of New system des	IAGARD-R-720	Entry visual standards and ocular examination techniques for future fighter aircrew p 226 N86-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805 Night vision support devices Human engineering p 223 N86-26806 Entry visual standards and ocular examination techniques for future highter aircrew p 226 N86-30317 VISUAL DISCRIMINIATION Aermedical Support in Military Helicopter Operations p 212 N84-26279 Visual problems in helicopter operations p 212 N84-26283 Disorientation in helicopter flight p 212 N84-26284 Entry visual standards and ocular examination techniques for future highter aircrew visual examination p 225 N86-30317 VISUAL FIELDS Visual difficulties associated with future windscreen and HUD integration p 226 N86-30317 VISUAL FLIGHT Visual problems in helicopter operations p 225 N86-26824 VISUAL FLIGHT Visual problems in helicopter operations p 212 N84-26283 VISUAL FLIGHT Visual problems in helicopter operations p 212 N84-3683017 Visual proception in systems p 213 N84-30017 Visual perception in systems p 213 N84-30017 Visual perception in systems p 214 N84-30017 Visual perception in systems p 217 N84-30017 Some effects of display format variables on the perception of aircraft spatial orientation p 213 N85 19666 p 290 N85 19669 Visual Protection and Enhancement
VERY LARGE SCALE INTEGRATION Bultin test and self repair mechanisms in a digital correlator integrated circuit p. 48. N85.16741 Electro-optic techniques for VLS interconnect p. 239. N85.29774 The impact of Very High Performance Integrated Circuits on Fladar Guidance and Avionics Systems. [AGARD-CP-380] p. 187. N86.28338 Bipotar VLSI today and tomorrow p. 187. N86.28338 Bipotar VLSI technology p. 187. N86.28340 A comparison of the radiation hardness of various VLSI technologies for defense applications. p. 188. N86.28344 Hardware and architecture design of VLSI systems. p. 188. N86.28346 The use of fault tolerant and testable high performance integrated circuits for improved military electronic system availability. p. 188. N86.28347 VLSI control structures. p. 188. N86.28349 Gallium Arsenide wafer scale integration. p. 188. N86.28349 Radar signal processing with high speed LSI devices. p. 189. N86.28359 A distributed array signal processor with fault-tolerance attributes. A revolutionary design method. Potential impact of VLSI technologies on quieded missile design. Charge processing in infrared CCD. sensor arrays. New system design methodologies in the design of modern imaging measter systems shmulated by the	IAGARD-R-720	Entry visual standards and ocular examination techniques for future fighter aircrew p 226 NB6-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805 Niight vision support devices Human engineering p 233 N86-26808 Entry visual standards and ocular examination techniques for future lighter aircrew p 226 N86-30317 VISUAL DISCRIMINATION Aermedical Support in Military Helicopter Operations p 212 N84-26279 Visual problems in helicopter operations p 212 N84-26288 Disorientation in helicopter flight Entry visual standards and ocular examination techniques for future fighter aircrew p 226 N86-30317 VISUAL FIELDS Visual difficulties associated with future windscreen and HUD integration p 225 N86-26824 VISUAL FLIGHT Visual problems in helicopter operations p 212 N84-26283 VISUAL FLIGHT Visual problems in helicopter operations p 212 N84-30311 Visual perception in systems management in p 214 N84-3011 Visual perception in systems management in p 214 N84-3011 Visual perception in systems management in p 214 N84-3011 Visual perception in systems management in p 214 N84-3011 Visual perception in display format variables on the perception of aircraft spatial orientation P 210 N86-26802 Visual Potential Reference p 200 N85-19666 Sensors Vision and tactile p 197 N86-19629 Visual Potential Reference p 222 N86-26802
VERY LARGE SCALE INTEGRATION Bultin- test and self repair mechanisms in a digital correlator integrated circuit p. 48. N85-16741 Electro-optic techniques for VLSI interconnect p. 239. N85-29774 The impact of Very High Performance Integrated Circuits on Fladar Guidance and Avionics Systems: [AGARD CP-380] p. 187. N86-28338 Bipotar VLSI technology p. 187. N86-28338 Bipotar VLSI technology p. 187. N86-28338 A comparison of the radiation hardness of vanous VLSI technologies for defense applications p. 188. N86-28344 Hardware and architecture design of VLSI systems p. 188. N86-28346 The use of fault tolerant and testable high performance integrated circuits for improved military electronic system availability. VLSI control structures p. 188. N86-28348 Gallium Arsenide wafer scale integration p. 188. N86-28349 Radar signal processing with high speed LSI denices p. 189. N86-28359 A distributed array signal processor with fault-tolerance attributes. A revolutionary design method for VLSI signal processors p. 190. N86-28360 Charge processing in infrared CCD-sensor arrays p. 191. N86-283631 New system design methodologies in the design of modern imaging mease systems stimulated by the introduction of VLSI development tools.	IAGARD-R-720	Entry visual standards and ocular examination techniques for future fighter aircrew p 226 N86-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p. 222 N86-26805. Night vision support devices human engineering p. 223 N86-26806. Entry visual standards and ocular examination techniques for future fighter aircrew p. 226 N86-26807. VISUAL DISCRIBINIATION Aermedical Support in Military Helicopter Operations p. 212 N84-26279. Visual problems in helicopter operations p. 212 N84-26283. Discrientation in helicopter flight p. 213 N84-26283. Entry visual standards and ocular examination techniques for future highter aircrew visual. FIELDS Visual difficulties associated with future windscreen and HUD integration. p. 212 N84-26283. Visual difficulties associated with future windscreen and HUD integration. p. 212 N84-26283. Visual problems in helicopter operations. p. 212 N84-26283. Visual problems in helicopter operations. p. 212 N84-26283. Visual problems in helicopter operations. p. 213 N84-33017. Visual problems in helicopter operation. p. 214 N84-33017. Occupational Medicine Relevant to Aviation Medicine AGARD CP-341 Visual protection in systems management in p. 214 N84-33017. Some effects of display format variables on the perception of aircraft spatial orientation.
VERY LARGE SCALE INTEGRATION Bultin test and self repair mechanisms in a digital correlator integrated circuit p. 48. N85.16741 Electro-optic techniques for VLS interconnect p. 239. N85.29774 The impact of Very High Performance Integrated Circuits on Fladar Guidance and Avionics Systems. [AGARD-CP-380] p. 187. N86.28338 Bipotar VLSI today and tomorrow p. 187. N86.28338 Bipotar VLSI technology p. 187. N86.28340 A comparison of the radiation hardness of various VLSI technologies for defense applications. p. 188. N86.28344 Hardware and architecture design of VLSI systems. p. 188. N86.28346 The use of fault tolerant and testable high performance integrated circuits for improved military electronic system availability. p. 188. N86.28347 VLSI control structures. p. 188. N86.28349 Gallium Arsenide wafer scale integration. p. 188. N86.28349 Radar signal processing with high speed LSI devices. p. 189. N86.28359 A distributed array signal processor with fault-tolerance attributes. A revolutionary design method. Potential impact of VLSI technologies on quieded missile design. Charge processing in infrared CCD. sensor arrays. New system design methodologies in the design of modern imaging measter systems shmulated by the	IAGARD-R-720	Entry visual standards and ocular examination techniques for future lighter aircrew p 226 NB6-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p. 222 N86-26805 Night vision support devices Human engineering p. 223 N86-26806 Entry visual standards and ocular examination techniques for future highter aircrew p. 226 N86-30317 VISUAL DISCRIMINATION Aermedical Support in Military Helicopter Operations p. 212 N84-26279 Visual problems in helicopter tight entry visual standards and ocular examination p. 212 N84-26284 Entry visual standards and ocular examination p. 212 N84-26284 Entry visual standards and ocular examination p. 212 N84-26284 Visual problems in helicopter operations p. 225 N86-30317 VISUAL FIELDS Visual difficulties associated with future windscreen and HUD integration p. 225 N86-26824 VISUAL FLIGHT Visual problems in helicopter operations p. 212 N84-26283 VISUAL FLIGHT Visual problems in helicopter operations p. 212 N84-26283 VISUAL FLIGHT Visual problems in helicopter operations p. 212 N84-3011 Occupational Medicine Relevant to Avaition Medicine AGARD.CP-341 p. 213 N84-3011 Visual perception in systems in management in p. 214 N84-33017 Some effects of display format variables on the perception of aircraft spatial orientation p. 221 N86-26804 FLIR NVG and HMS/D systems for helicopter operations p. 222 N86-26802 FLIR NVG and HMS/D systems for helicopter operation p. 222 N86-26804
VERY LARGE SCALE INTEGRATION Bulti-in test and self repair mechanisms in a digital correlator integrated circuit p 48 N85-16741 Electro-optic techniques for VLSI interconnect p 239 N85-29774 The impact of Very High Performance Integrated Circuits on Fladar Guidance and Avionics Systems (AGARD CP-380) p 187 N86-28337 VHSIC toolday and tomorrow p 187 N86-28338 Bipolar VLSI technology p 187 N86-28338 Bipolar VLSI technology p 187 N86-28344 A comparison of the radiation hardness of various VLSI technologies for defense applications p 188 N86-28344 Hardware and architecture design of VLSI systems p 188 N86-28346 The use of fault tolerant and testable high performance integrated circuits for improved military electronic system availability p 188 N86-28347 VLSI control structures p 188 N86-28349 Fladar signal processing with high speed LSI devices p 180 N86-28359 All DAP its architecture and role as a real time arborne digital signal processor p 190 N86-28359 A distributed array signal processor with fault-tolerance attributes p 190 N86-28359 Charge processing in infrared CCD-sensor arrays p 191 N86-28362 Charge processing in infrared CCD-sensor arrays p 191 N86-28363 New system design methodologies in the design of modern imaging missile systems stimulated by the introduction of VLSI development tools p 192 N86-28367 Advanced signal processing technology for future radar systems	IAGARD-R-720	Entry visual standards and ocular examination operational experiences with night vision goggles in helicopter low-level flight at night page 186-28605. Night vision support devices Human engineering integration page 187-288-28805. Entry visual standards and ocular examination techniques for future lighter arrcrew p. 226-886-2805. VISUAL DISCRIBINIATION Aermedical Support in Military Helicopter Operations p. 212-884-2829. Visual problems in helicopter operations. p. 212-884-2829. Discrimination in helicopter flight p. 212-884-2828. Entry visual standards and ocular examination techniques for future lighter arrcrew. p. 226-886-30317. VISUAL FIELDS. Visual problems in helicopter operations. p. 212-886-28624. VISUAL FLIGHT Visual problems in helicopter operations. p. 212-886-28624. VISUAL FLIGHT Visual problems in helicopter operations. p. 213-884-2828. VISUAL FLIGHT Visual problems in helicopter operations. p. 213-884-30317. VISUAL FLIGHT Visual problems in helicopter operations. p. 213-884-30317. Some effects of display format variables on the perception of aircraft spatial orientation. p. 230-885-9866. Sensors vision and fachie. p. 197-886-9862. FLIR NVG and HMS/D systems for helicopter operation. p. 228-886-28604. Particular problems of aircraft-potention of aircraft spatial orientation. p. 228-886-28604. Particular problems of aircraft-potent-proper operation. p. 222-886-28604. Particular problems of aircraft-potent-problems of aircraft-problems of aircraft-problems of aircraft-problems.
VERY LARGE SCALE INTEGRATION Bultin- test and self repair mechanisms in a digital correlator integrated circuit p. 48. N85-16741 Electro-optic techniques for VLSI interconnect p. 299. N85-29774 The impact of Very High Performance Integrated Circuits on Fladar Guidance and Avionics Systems. [AGARD CP-380] VHSIC today and tomorrow p. 187. N86-28337 VHSIC today and tomorrow p. 187. N86-28340 A comparison of the radiation hardness of various VLSI technologies for defense applications. P. 188. N86-28344 Hardware and architecture design of VLSI systems. P. 188. N86-28344 Hardware and architecture design of VLSI systems. P. 188. N86-28344 Comparison of the radiation hardness of various VLSI technologies for defense applications. P. 188. N86-28345 VLSI control structures and testable high performance integrated circuits for improved military electronic system availability. P. 188. N86-28346 Gallium Arsenide wafer scale integration. P. 188. N86-28349 Radar signal processor with high speed LSI denices. P. 189. N86-28352 An IDAP its architecture and role as a real time arborne digital signal processor. A distributed array signal processor with fault-tolerance attributes. P. 190. N86-28361 Potential impact of VLSI technologies on guided inside easign. Charge processing in infrared CCD-senior arrays. P. 191. N86-28361 New system design methodologies in the design of modern imaging missate systems stimulated by the introduction of VLSI development tools. P. 192. N86-28366 The impact of VHPIC on avionic system architecture systems.	IAGARD-R-720 p. 121 N84 25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a launcher and of the incise-induced vibrations on its structures p. 136 N83-30486 VIBRATION TESTS Flight flutter testing with emphasis on the tip vane method p. 12 N83-30381 Problems of system identification in flight vibration testing (AGARD-R-720 p. 121 N84-25718 VIDEO EQUIPMENT A video bus for weapon system integration p. 24 N84-15051 VISCOPLASTICITY Life prediction at high temperature under multi-axial loading p. 106 N85-15745 VISCOPLASTICITY Description p. 106 N85-15745 VISCOPLASTICITY Boundary layer linear stability theory p. 193 N84-33759 VISCOUS DRAG Aircraft drag reduction technology p. 52 N85-16782 Aircraft drag reduction technology p. 84 N86-15267 VISCOUS DRAG Aircraft drag reduction technology p. 194 N86-15267 VISCOUS DRAG Aircraft drag reduction technology p. 194 N86-15267 VISCOUS DRAG Aircraft drag reduction technology p. 20 N84-12073 Subsounc/Transonic Aerodynamic Interference for Aircraft Introductory remarks p. 20 N84-12073 Subsounc/Transonic Aerodynamic Interference for Aircraft Introductory remarks p. 20 N84-12073 Subsounc/Transonic Aerodynamic Interference for high-wing propeller-turbine nacelle models p. 78 N84-12115 Progress in computation of viscous inviscid interaction method to transonic compressor cascades p. 100 N84-16188 Application of an inviscid-viscous interaction method to transonic compressor cascades p. 100 N84-16180 A viscous inviscid interaction procedure for two	Entry visual standards and ocular examination techniques for future lighter aircrew p 226 N86-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805 Night vision support devices Human engineering p 223 N86-26806 Entry visual standards and ocular examination techniques for future highter aircrew p 226 N86-30317 VISUAL DISCRIMINIATION Aermedical Support in Military Helicopter Operations p 212 N84-26279 Visual problems in helicopter operations p 212 N84-26284 Entry visual standards and ocular examination techniques for future highter aircrew p 226 N86-30317 VISUAL FIELDS Visual difficulties associated with future windscreen and HUD integration p 225 N86-26824 VISUAL FLIGHT Visual problems in helicopter operations p 212 N84-26283 VISUAL FLIGHT Visual problems in helicopter operations p 212 N86-26824 VISUAL FLIGHT Visual protection in systems p 230 N86-30317 VISUAL FLIGHT Visual perception in systems management in p 211 N84-3017 Some effects of display format variables on the perception of aircraft spatial orientation p 219 N86-3039 Sensors Vision and tactile p 197 N86-26824 Particular problems of airvorithmess from an ophthalmological view p 231 N86-28812
VERY LARGE SCALE INTEGRATION Bulti-in test and self repair mechanisms in a digital correlator integrated circuit p. 48. N85-16741. Electro-optic techniques for VLSI interconnect p. 239. N85-29774. The impact of Very High Performance Integrated Circuits on Fladar Guidance and Avionics Systems. [AGARD-CP-380]. p. 187. N86-28338. UNSIC today and tomorrow. p. 187. N86-28338. Bipotar VLSI technology. p. 187. N86-28338. Bipotar VLSI technology. p. 187. N86-28338. Discovery of the radiation hardness of vanous VLSI technologies for defense applications. p. 188. N86-28344. Hardware and architecture design of VLSI systems. p. 188. N86-28346. The use of fault tolerant and testable high performance integrated circuits for improved military electronic system availability. VLSI control structures. p. 188. N86-28348. Gallium Arsenide wafer scale integration. p. 188. N86-28348. Gallium Arsenide wafer scale integration. p. 188. N86-28349. Radar signal processing with high speed LSI devices. p. 189. N86-28359. A distributed array signal processor with fault-tolerance attributes. p. 189. N86-28350. A revolutionary design method for VLSI signal processors. p. 189. N86-28360. A revolutionary design method for VLSI signal processors p. 199. N86-28360. Potential impact of VLSI technologies on guided missile design. Charge processing in infrared CCD-sensor arrays. p. 191. N86-28362. New system design methodologies in the design of modern imaging missile systems shimulated by the introduction of VLSI development tools. p. 192. N86-28367. The impact of VHPIC on avonic system architecture. p. 180. N86-28367. The impact of VHPIC on avonic systems.	IAGARD-R-720 p. 121 N84 25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a fauncher and of the incise-induced vibrations on its structures p. 136 N83-30486 VIBRATION TESTS Flight flutter testing with emphasis on the tip vane method p. 12 N83-30381 Problems of system identification in flight vibration testing (AGARD-R-720 p. 121 N84 25718 VIDEO EQUIPMENT P. 121 N84 25718 VIDEO EQUIPMENT P. 121 N84 15051 VISCOPLASTICITY Life prediction at high temperature under multiaxial loading p. 106 N85 15745 VISCOPLASTICITY Boundary-layer linear stability theory p. 193 N84 33759 VISCOSITY Boundary-layer linear stability theory p. 193 N84 33759 VISCOUS DRAG Aircraft drag reduction technology p. 52 N85 16782 Aircraft drag reduction technology A summary p. 24 N86-15267 VISCOUS FLOW Subsonic/Transonic Aerodynamic Interference for Aircraft Introductory remarks p. 20 N84 12073 Subsonic/Transonic Aerodynamic Interference for Aircraft Introductory remarks p. 20 N84 12075 Viscous three-dimensional flow separations from high-wing propeller-turbine nacelle models p. 20 N84 12115 Viscous Effects in Turbomachines IAGARD-CP 351 p. 100 N84 16189 Application of an invisicid-viscous interaction p. 100 N84 16189 Application of an invisicid-viscous interaction of p. 100 N84 16190 A viscoil missicid interaction p. 100	Entry visual standards and ocular examination occhangues for future lighter aircrew p 226 N86-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805. Night vision support devices Human engineering p 226 N86-26805. Entry visual standards and ocular examination techniques for future lighter aircrew p 226 N86-2808. Entry visual standards and ocular examination (AGARD-LS-1341 p 212 N84-2629). Visual problems in helicopter operations p 212 N84-2629. Discortentation in helicopter flight p 212 N84-26284. Entry visual standards and ocular examination techniques for future highter aircrew p 226 N86-30317. VISUAL FIELDS Visual difficulties associated with future windscreen and HUD integration. P 215 N86-26824. VISUAL FLIGHT Visual problems in helicopter operations p 216 N86-26824. VISUAL FLIGHT Visual problems in helicopter operations. P 217 N84-26283. VISUAL PERCEPTION Human factors aspects of displays p 96 N83-30415. Occupational Medicine Relevant to Aviation Medicine AGARD-CP-341 p 213 N84-33011. P 213 N84-33011. Some effects of display format variables on the perception of aircraft spatial orientation. P 230 N85-1966. Sensors. Vision and factile p 197 N86-966284. P 266-26804. P 2666-26804. P 2666-26804. P 2666-26804. P 2666-26804. P 2666-2680
VERY LARGE SCALE INTEGRATION Bultin test and self repair mechanisms in a digital correlator integrated circuit p. 48. N85.16741 Electro-optic techniques for VLSI interconnect p. 299. N85.29774 The impact of Very High Performance Integrated Circuits on Fladar Guidance and Avionics Systems. [AGARD CP-380] p. 187. N86.28338 Bipolar VLSI technology p. 187. N86.28338 Bipolar VLSI technology p. 187. N86.28340 A comparison of the radiation hardness of various VLSI technologies for defense applications. p. 188. N86.28344 Hardware and architecture design of VLSI systems p. 188. N86.28344 The use of fault tolerant and testable high performance integrated circuits for improved military electronic system availability. p. 188. N86.28347 VLSI control structures p. 188. N86.28349 Gallkum Arsenide wafer scale integration. p. 188. N86.28349 Radar signal processor p. 189. N86.28349 Radar signal processor p. 180. N86.28359 A distributed array signal processor with fault-tolerance attributes. p. 189. N86.28350 Charge processing in infrared CCD-senior arrays Development design method for VLSI signal processors p. 191. N86.28361 New system design methodologies in the design of modern imaging measer systems shmulated by the introduction of VLSI development tools. The impact of VHPIC on avionic system achieved ray system.	IAGARD-R-720	Entry visual standards and ocular examination techniques for future lighter aircrew p 226 N86-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805. Human engineering p 229 N86-26806. Entry visual standards and ocular examination techniques for future highter aircrew p 212 N84-26219. Visual problems in helicopter operations. P 212 N84-26219. Discrenitation in helicopter operations. P 212 N84-26219. Visual problems in helicopter operations. P 226 N86-30317. VISUAL FIELDS Visual official sandards and ocular examination techniques for future highter aircrew p 226 N86-30317. VISUAL FIELDS Visual difficulties associated with future windscreen and HUD integration. P 225 N86-26824. VISUAL FLIGHT Visual problems in helicopter operations. P 212 N84-26283. VISUAL FLIGHT Visual problems in helicopter operations. P 213 N84-33011. P 214 N84-33017. P 215 N84-33011. P 215 N84-33011. P 216 N84-33017. P 217 N84-33017. P 218 N84-33017. P
VERY LARGE SCALE INTEGRATION Bulti-in test and self repair mechanisms in a digital correlator integrated circuit p. 48. N85-16741. Electro-optic techniques for VLSI interconnect p. 239. N85-29774. The impact of Very High Performance Integrated Circuits on Fladar Guidance and Avionics Systems. [AGARD-CP-380]. p. 187. N86-28338. UNSIC today and tomorrow. p. 187. N86-28338. Bipotar VLSI technology. p. 187. N86-28338. Bipotar VLSI technology. p. 187. N86-28338. Discovery of the radiation hardness of vanous VLSI technologies for defense applications. p. 188. N86-28344. Hardware and architecture design of VLSI systems. p. 188. N86-28346. The use of fault tolerant and testable high performance integrated circuits for improved military electronic system availability. VLSI control structures. p. 188. N86-28348. Gallium Arsenide wafer scale integration. p. 188. N86-28348. Gallium Arsenide wafer scale integration. p. 188. N86-28349. Radar signal processing with high speed LSI devices. p. 189. N86-28359. A distributed array signal processor with fault-tolerance attributes. p. 189. N86-28350. A revolutionary design method for VLSI signal processors. p. 189. N86-28360. A revolutionary design method for VLSI signal processors p. 199. N86-28360. Potential impact of VLSI technologies on guided missile design. Charge processing in infrared CCD-sensor arrays. p. 191. N86-28362. New system design methodologies in the design of modern imaging missile systems shimulated by the introduction of VLSI development tools. p. 192. N86-28367. The impact of VHPIC on avonic system architecture. p. 180. N86-28367. The impact of VHPIC on avonic systems.	IAGARD-R-720 p. 121 N84 25718 VIBRATION SIMULATORS Simulation of the acoustic environment of a fauncher and of the incise-induced vibrations on its structures p. 136 N83-30486 VIBRATION TESTS Flight flutter testing with emphasis on the tip vane method p. 12 N83-30381 Problems of system identification in flight vibration testing (AGARD-R-720 p. 121 N84 25718 VIDEO EQUIPMENT P. 121 N84 25718 VIDEO EQUIPMENT P. 121 N84 15051 VISCOPLASTICITY Life prediction at high temperature under multiaxial loading p. 106 N85 15745 VISCOPLASTICITY Boundary-layer linear stability theory p. 193 N84 33759 VISCOSITY Boundary-layer linear stability theory p. 193 N84 33759 VISCOUS DRAG Aircraft drag reduction technology p. 52 N85 16782 Aircraft drag reduction technology A summary p. 24 N86-15267 VISCOUS FLOW Subsonic/Transonic Aerodynamic Interference for Aircraft Introductory remarks p. 20 N84 12073 Subsonic/Transonic Aerodynamic Interference for Aircraft Introductory remarks p. 20 N84 12075 Viscous three-dimensional flow separations from high-wing propeller-turbine nacelle models p. 20 N84 12115 Viscous Effects in Turbomachines IAGARD-CP 351 p. 100 N84 16189 Application of an invisicid-viscous interaction p. 100 N84 16189 Application of an invisicid-viscous interaction of p. 100 N84 16190 A viscoil missicid interaction p. 100	Entry visual standards and ocular examination techniques for future fighter aircrew p 226 N86-30317 VISUAL AIDS Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805 Night vision support devices Human engineering p 223 N86-26806 Entry visual standards and ocular examination techniques for future lighter aircrew p 226 N86-30317 VISUAL DISCRIMINIATION Aermedical Support in Military Helicopter Operations P 212 N84-2629 Visual problems in helicopter operations P 212 N84-26283 Disorientation in helicopter flight p 212 N84-26284 Entry visual standards and ocular examination techniques for future highter aircrew VISUAL FIELDS Visual difficulties associated with future windscreen and HUD integration p 225 N86-26824 VISUAL FIELDS Visual problems in helicopter operations P 212 N84-26283 Visual difficulties associated with future windscreen and HUD integration p 212 N86-26824 VISUAL FLECTION Human factors aspects of displays P 96 N8-30317 Visual proception in systems for helicopter p 226 N86-30317 Visual preception in systems in p 211 N84-3011 Visual preception in systems in p 213 N84-3011 Visual preception in systems for helicopter operation p 214 N84-3011 Visual protection and Enhancement p 213 N86-3680 Sensors Vision and tactile P 230 N85-19666 Sensors Vision and tactile P 230 N85-19666 Sensors Vision and tactile P 230 N85-19666 Sensors Vision and tactile P 222 N86-26802 Visual Protection and Enhancement p 224 N86-26802 Review P 225 N86-26802 Computer visual simulation of contrast sensitivity deficits induced by laser and chemical ambidities and chemical ambidities p 223 N86-26802

VISUAL SIGNALS SUBJECT INDEX

THE STATES		SOBJECT INDEX
Medical Selection and Physiological Training of Future	An experimental investigation of the vortex flow over	The boundary layer behaviour of an advanced gas
Fighter Aircrew [AGARD-CP-396] p 225 N86-30309	delta and double-delta wings at low speed p 76 N84-12106	turbine rotor blade under the influence of simulated film
Computer analysis of visual and vestibular oculomotor	P 76 N64-12106 Visualization of vortical type flows in three dimen Jons	cooling p 117 N86-29862 WALL FLOW
function in the medical selection of fighter aircrew	p 76 N84-12107	End-wall boundary layer calculations in multistage axial
members p 227 N86-30319 Visual capabilities related to fighter aircrew performance	Laser velocimetry study of compressibility effects on the	compressors p 103 N84-16205 Annulus wall boundary layer development in a
in the F 14 and adversary aircraft p 227 N86-30320	flow field of a delta wing p. 77 N84-12108 Recent studies at NASA-Langley of vortical flows	compressor stage, including the effects of tip clearance
Vision test battery threshold and response time as	interacting with neighboring surfaces p 77 NB4-12109	p 103 N84-16207
predictors of air-to-air visual target acquisition in F 14 and adversary aircraft p 227 N86-30321	Experimental investigation of forebody and wing	A review and an update of the FDP Specialists Meeting (London) on Wall Interference in Wind Tunnels
VISUAL SIGNALS	leading-edge vortex interactions at high angles of attack p.77 N84-12110	p 33 N84-2-570
Changing system and display concepts and their impact on aircrew performance p 230 N85-19665	Some results from a programme of research into the	WALL JETS Modelling circulation control by blowing ··· airfoils
VISUAL STIMULI	structure of vortex flow fields around missile shapes	p 51 N85-16778
Disorientation in helicopter flight p 212 N84-26284 Susceptibility of cat and squirrel monkey to motion	p 77 N84-12111 Predicting aerodynamic characteristics of vortical flows	WALL PRESSURE
sickness induced by visual stimulation. Correlation with	on three-dimensional configurations using a	The T2 cryogenic wind tunnel with self-adaptable walls at ONERA/CERT p 32 N84-23567
susceptibility to vestibular stimulation	surface-singularity panel method p 77 N84-12112	Effects of hole geometry, wall curvature and pressure
p 215 N85-20650 VISUAL TASKS	Separation and vortical-type flow around a prolate spheroid. Evaluation of relevant parameters.	gradient on film cooling downstream of a single row gas turbine cooling p 112 N86 29831
Entry visual standards and ocular examination	p 77 N84-12113	WALL TEMPERATURE
techniques for future fighter aircrew p 226 N86-30317 VOICE COMMUNICATION	Theoretical modelling of three-dimensional vortex flows	The T2 cryogenic wind tunnel with self-adaptable walls
EHF air-to-air communications p 1/3 N85-19273	in aerodynamics p 78 N84-12116	at ONERA/CERT p 32 N84-23567 Engine tests on a cooled gas turbine stage
Fast data and voice transmission for mobile services	Computational vortex flow aerodynamics p. 78 N84-12117	p 113 N86-29836
with high immunity against multipath and co-channel interference p.178 N85-19306	Simulation of turbulent flows with a point vortex	WALLS Oblique shock wave-turbulent boundary layer interaction
VOICE CONTROL	method p 78 N84-12119	on a porous wall with suction p 54 N85-16794
Automatic recognition of speech in military aircraft	Vortical flow management for improved configuration aerodynamics. Recent experiences. p.80. N84-12129	Transonic shock interaction with a tangentially-injected
p 166 N83-34186 A description of the process of elaborating man-machine	Boundary layer segmentation on sharp highly swept	turbulent boundary layer p 54 N85-16796 WARFARE
dialog in an aircraft equipped with cathode tubes. Roles	leading edges and its effects on secondary vortices	Impact of future aircombat characteristics on pilot
and specifications of piloted simulation methods p. 69 N85-26658	p 80 N84-12132 Numerical simulation of stalling flows by an integral	performance and cockpit design p 229 N85-19661
VOICE DATA PROCESSING	equation method p 102 N84-16199	Military applications of meteorological satellite (METSAT) data p 234 N85-207F.7
Speech Processing	Vortical flow exploration methods developed for the F1	Civil weather satellite systems p 234 N85-20768
[AGARD-LS-129] p 165 N83:34179 General review of military applications of voice	wind tunnel p 37 N84-23598 Modelling circulation control by blowing airfoils	Meteorological and oceanographic support during the Falklands conflict p 234 N85-20769
processing p 165 N83-34180	p 51 N85-16778	Development of satellite data presentation for
The speech signal p 165 N83 34181	Full scale experiments into the use of large eddy breakup	environmental forecasting p 234 N85-20770
Analysis, synthesis and transmission of speech signals p.165 N83-34182	devices for drag reduction on aircraft p 53 N85-16790	Ground evaluation of helicopter air-to-air warfare p 62 N85-22360
Increased aircraft survivability using direct voice input	Study of the 3D wake of an aerial propeller p.72 N86-11161	WARHEADS
p 31 N84-15100 VOMITING	Unsteady Aerodynamics-Fundamentals and	Warheads for SAM systems p 142 N64-31257 Penguin warhead safety tests p 59 N85-17031
Neurophysiological correlates of motion sickness. Role	Applications to Aircraft Dynamics [AGARD-CP-386] p 143 N86-27224	WARNING
of vestibulocerebellum and vomiting center reanalyzed	Dynamic stall of swept and unswept oscillating wings	A mm-wave collision warning device for helicopters
p 214 N85-20643 Prediction of the space adaptation syndrome	p 143 N86-27226	p 163 N83-30895 WARNING SYSTEMS
p 215 N85-20646 VORTEX BREAKDOWN	Velocity and turbulence measurements in dynamically stalled boundary layers on an oscillating airfoil	The development of an airborne instrumentation
Interaction between a shock wave and a vortex flow	p 143 N86-27228	computer system for flight test p 44 N84 34421 LPI-radar for helicopter obstacle warning
p.76 N84-12104	Wing profile in stalled position subject to a flow of	p 56 N85-16810
Vortex stability and breakdown p.79. N84.12122. The break up mechanism of a streamwise directed.	alternating potential and strong vortex p. 143 N86-27229	WASTE UTILIZATION
vortex p.79 N84 12123	Unsteady vortex airfoil interaction p 145 N86-27240	New developments in materials recycling by the US Bureau of Mines p 151 NB4-33480
Vortex breakdown. A two-stage transition	Unsteady interactions of transonic airfolis with gusts and oncentrated vortices p 148 N86 27261	WASTES
p.79 N84 12124 A contribution to the problem of vortex breakdown	Modelling of the vortex airfoil interaction	Measures for materials conservation in aero-engine construction p.149 N84-33468
p 79 N84 12125	p 148 NB6-27262	WATER
Numerical simulation of vortex breakdown by the vortex filament method p.79, N84, 12126	Experimental study of the effect of turbulence on dynamic stalling p.148 N86.27264	VHF/UHF propagation studies on long over the horizon salt water radio paths p 162 N83-30887
Experimentation with turbulent flows experiencing the	VORTICITY	WATER RESOURCES
effects of an adverse pressure gradient p 80 N84 1212*	Computational vortex flow aerodynamics p.78 N84-12117	Radar and infrared remote sensing of terrain water
Waves on vortex cores and their relation to vortex	Environment and receptivity p 194 N84-33760	resources, arctic sea ice, and agriculture p.202 N84 15651
breakdown p.80 N84 12128	VULNERABILITY	WATER TUNNEL TESTS
Turbulent drag reduction research p.53 N85 16788 Full scale experiments into the use of large eddy breakup	The vulnerability of cast double base rocket motors to thermomechanical attack p.59 N85-17033	Control of the forebody vortex orientation by asymmetric
devices for drag reduction on aircraft (p.53) N85 16790	Minimization of system vulnerability in Naval satellite	air injection. Part A. Application to enhance departure, spin- recovery of fighter aircraft and Part B. Details of the flow
VORTEX FILAMENTS Numerical simulation of vortex breakdown by the	communication networks p 232 N85-20758	structure p 119 N84-10088
vortex-hiament method p 79 N84 12126	w	WATERPROOFING Land vehicle corrosion management
VORTEX FLAPS	**	p 157 N85-33246
Instabilities in trailing vortices. Flow visualization using hot-wire anemometry. p.76 N84-12103	WAFERS	WAVE ATTENUATION
VORTEX GENERATORS	Gallium Arsenide water scale integration p.188 N86-28349	Calculation of ground wave attenuation over irregular inhomogeneous, layered media using PROGRAM
On the generation and subsequent development of spiral	WAKEFULNESS	WAGNER p 166 N84-12369
vortex flow over a swept-back wing p.76 N84-12105 Vortex stability and breakdown p.79 N84-12122	Steep and wakefulness handbook for flight medical officers	WAVE DIFFRACTION
VORTEX SHEDDING	[AGARD-AG-270(FR)] p 207 N84-15788	A computational model for multiple knite-edge diffraction p 162 N83-30886
Aeroacoustic noise measurements in wind tunnel	Variations in states of alertness during continuous	The application of diffraction optics techniques to laser
p 35 N84 23584 VORTICES	operations at the control post level p 208 N84-21068. The effects of sleep loss and sustained mental work.	eye protection p 224 N86-26821
Control of the forebody vortex orientation by asymmetric	Implications for command and control performance	WAVE DISPERSION Overshoot interference on microwave radio links due
air injection. Part A. Application to enhance departure/spin	p 208 N84-21069 Some issues in research on effects of sustained work	to the co-existence of multipath fading and trans-horizon
recovery of lighter aircraft and Part B. Details of the flow structure p.119 N84 10088	and sleep loss on performance p 208 N84-21071	propagation p 162 NB3-30892
Aerodynamics of Vortical Type Flows in Three	Sleep and wake physiology in weightlessness	System aspects of clear air propagation above 40 GHz p 162 N83-30893
Dimensions	p 221 N85-31819 WAKES	Measurements and predictions of multipath dispersion
[AGARD:CP 342] p. 75 N84:12099 On issues concerning flow separation and vortical flows	Study of the 3D wake of an aerial propeller	for troposcatter links p 175 N85 19289
in three dimensions p 75 N84-12100	p 72 N86-11161	WAVE DRAG Numerical solutions for three-dimensional cases. Delta
On the structure of the turbulent vortex	Prediction of the drag of wings at subsonic speeds by viscous/inviscid interaction techniques	wings p 83 N86-15264
p 76 N84-12102	p 84 N86 15274	WAVE PROPAGATION
Interaction between a shock-wave and a vortex flow p 76 N64 12104	Effects of wakes on the heat transfer in gas turbine cascades p.112 N86-29829	Modern HF communications {AGARD-LS-127} p 158 N83-30862
On the generation and subsequent development of spiral	Wake-passing in a turbine rotor cascade	Propagation 1 State of the art of modelling and
vortex flow over a swept-back wing p 76 N84-12105	p 112 N86-29830	prediction in HF propagation p 158 N83-30864

Propagation 2 Problems in HF propagation p 159 N83-30870	
	A review of transmission
HF propagation measurements for Real-Time Channel	techniques for digital commu
Evaluation (RTCE) systems p 159 N83-30871	Technical evaluation
Propagation Aspects of Frequency Shanng, Interference	ElectromagneticWave Propag
and System Diversity	Propagation Effects on Mi
[AGARD-CP-332] p 160 N83-30873	Latitude Region
	[AGARD-AR-218]
Some propagational aspects of frequency allocation and frequency sharing p.160 NRC-30R75	Propagation characterist
	skywave signals from the c
Anomalous absorption effects produced by high power	received at Fairbanks, Alaska
radio waves in the high latitude ionosphere	Observations with an ionos
p 160 N83-30878	near the mid-latitude trough
VHF-long-distance-propagation by auroral backscatter	WAVE SCATTERING
p 161 N83-30879	Bistatic radar reflectivities in
interference and sharing at medium frequency. Skywave	- white rada renectivities in
propagation considerations p 161 N83-30880	Propagation constraints in th
Anomalous propagation behavior of radio signals at high	to precipitation scattering
latitudes p 161 N83-30882	WAVELENGTHS
The development of an ionospheric model thesaurus	Diversity reception of COM
and user's guide p 161 N83-30884	beacons in convective rain of
A computational model for multiple knife-edge	1981
diffraction p 162 NB3-30886	WEAPON SYSTEMS
VHF/UHF propagation studies on long over the horizon	F/A-18 software developme
salt water radio paths p 162 N83-30887	and the second second
** **	The military user view of si
multiple diffusion by hydrometeorology A numerical simulation p 162 N83-30890	the in-service life of avionic sy
Overshoot interference on microwave radio links due	A Software Engineering Env
to the co-existence of multipath fading and trans-horizon	system software
propagation p 162 N83-30892	A theoretical/experimental t
Propagation constraints in the millimetre wavebands due	separation characteristics
	Propagation prediction usag
	assignments based on cosite a
Long term cross Joiar statistics at 12 and 14 GHz on	sharing
a 30 deg slant-path p 163 N83-30899	Hypervelocity missile Bi
Vortex stability and breakdown p 79 N84-12122	aircraft/missile integration for
The Carformance of Antennas in Their Operational	•
Environment	F-16 Penguin anti-ship missi
(AGARD-LS 131) p 166 NB4-12367	
Scale modelling and full scale measurement techniques	Advanced Concepts for A
with particular reference to antennas in their operational	Design: Development and Inte
environments p 166 N84 12368	(AGARD-CP-343)
Performance of antennas in plasma	System architecture H
p 168 N84-1237?	capabilities
A review of propagation and scattering factors in	factical requirements impa
remote-sensing and ship-tracking by HF radar	system design
D 203 N84.15655	Operational readiness and its
Multifrequency scattering for target characterization and	system design
identification. A summary of recent results	Avionics concept evaluation
p 204 N84 15663	
The effect of turbulent atmosphere on backscattered	Avionics crew station integra
waves 0.204 NR4.15664	Guidelines and criteria for th
Characteristics of the Lower Atmosphere Influencing	avionic systems with crew men
Made Propagation	
AGARD CP 346; p. 168 N84-2494)	Navy's advanced aircraft a
D-1 statistical model of tropospheric multipath	concept objectives
propagation p.168 NR4 24944	Advanced F. A.18 avionics
Two types of errors made in prediction wave attenuation	A video bus for weapon syst
DV 1881. D 168 N84-24945	
de depolarization on low-angle 2 GHz satellito	First level integrated ma
downlinks 0.169 N84-24946	systems
he affect of a low altitude nuclear burst on millimeter	Critical factors and operationa
wave propagation b 169 NBA Daya?	avionic system development
	Concort of a function and a
Measurements of atmospheric effects on safellite links	concept of a righter arcraft t
Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24949	Concept of a lighter aircraft i
at very low elevation angle p 169 N84-24948	Design and verification of ele
Silve green prupagation (through clouds b 169 N84-24948 5 169 N84-24948	Design and verification of ele in airborne weapons systems
Blue green prupagation through clouds b 169 N84-24949 The effects of meteorology on marine aerosol and only at	Design and verification of ele in airborne weapons systems Methods for developing the
at very low elevation angle p. 159 N84, 24946 Sine green prupagation through clouds The effects of meteorology on marine aerosol and optical and in propagation P. SA, N84, 25050	Design and verification of ele in airborne weapons systems Methods for developing the systems of the Mirage 2000
at very low elevation angle p. 159 N84, 24946 Sine green prupagation through clouds The effects of meteorology on marine aerosol and optical and in propagation P. SA, N84, 25050	Design and verification of ele in airborne weapons systems Methods for developing the systems of the Mirage 2000
at very low elevation angle p 159 N84 24946 Since green prupagation through clouds b 169 N84 24949. The effects of meteorology on marine aerosol and optical and in propagation propagation models for multipath propagation predictions p 170 N84 24965	Design and verification of ele in airborne weapons systems Methods for developing the systems of the Mirage 2000 Concepts for avionic and wea
at very low elevation angle p. 159 N84, 24946 Sine green prupagation through clouds p. 169 N84, 24949 p. 169 N84, 24949 p. 169 N84, 24950 p. 169 N84, 24950 p. 169 N84, 24950 p. 169 N84, 24950 p. 170 N84, 24950	Design and verification of ele in airborne weapons systems Methods for developing the systems of the Mirage 2000 Concepts for avionic and wer Hardware-in the loop simulation
at very low elevation angle p. 159 N84 24948 Sine green prupagation through clouds. p. 159 N84 24949 The effects of meteorology on marine aerosol and optical and an propagation p. 159 N84 24950 Spherical propagation models for multipath-propagation predictions. p. 170 N84 24956 A radio interference model for western Europe	Design and verification of ele in airborne weapons systems Methods for developing the systems of the Mirage 2000 Concepts for avionic and wea
at very low elevation angle p. 159. NB4, 24946. Since green prupagation through clouds. The effects of meteorology on marine aerosol and optical and in propagation. P. 159. NB4, 24950. Spherical propagation models for multipath-propagation predictions. A radio interference model for western Europe. p. 170. NB4, 24950. Transhorizon microwave propagation measurements.	Design and verification of ele- in airborne weapons systems. Methods for developing the systems of the Mirage 2000. Concepts for avionic and week Hardware in the loop simulation development of the Sea Harret
at very low elevation angle p. 159. NB4, 24946. Since green prupagation through clouds. The effects of meteorology on marine aerosol and optical and in propagation. P. 159. NB4, 24950. Spherical propagation models for multipath-propagation predictions. A radio interference model for western Europe. p. 170. NB4, 24950. Transhorizon microwave propagation measurements.	Design and verification of ele in airborne weapons systems Methods for developing the systems of the Mirage 2000 Concepts for avionic and wer Hardware-in the loop simulation development of the Sea Harrier Simulation requirements to su
at very low elevation angle p. 169 N84-24948 Since green prupagation through clouds by 169 N84-24949. The effects of meteorology on marine aerosol and optical and in propagation propagation predictions p. 170 N84-24956 A radio interference model for western Europe p. 171 N84-24963 Transhotizon microwave propagation measurements related to surface meteorological parameters.	Design and verification of ele- in airborne weapons systems. Methods for developing the systems of the Mirage 2000. Concepts for avionic and were Hardware-in the loop simulation development of the Sea Harier Simulation requirements to su a fault folerant avionic system.
at very low elevation angle p. 169 N84-24948 Since green prupagation through clouds by 169 N84-24949. The effects of meteorology on marine aerosol and optical and in propagation propagation predictions p. 170 N84-24956 A radio interference model for western Europe p. 171 N84-24963 Transhotizon microwave propagation measurements related to surface meteorological parameters.	Design and verification of ele- in airborne weapons systems. Methods for developing the systems of the Mirage 2000. Concepts for avionic and week Hardware-in the-loop simulation development of the Sea Harrier Simulation requirements to su a fault folerant avionic system. Design and manufacturing
at very low elevation angle p. 169 N84 24948 Since green prupagation through clouds. p. 169 N84 24949 The effects of meteorology on marine aerosol and optical and in propagation p. 169 N84 24950 p. 170 N84 24950 p. 170 N84 24950 p. 171 N84 24950 A radio interference model for western Europe p. 171 N84 24950 Transhorizon microwave propagation measurements related to surface meteorological parameters. p. 171 N84 24954 Troposphenic propagation assessment.	Design and verification of ele- in airborne weapons systems Methods for developing the systems of the Mirage 2000 Concepts for awonic and wee Hardware-in- the-loop simulable development of the Sea Harrier Simulation requirements to su a fault folerant airbornic system Design and manufacturing corrossor; in aircraft
at very low elevation angle p. 169 N84-24948 (Sine-green prupagation through cloud). The effects of meteorology on marine aerosol and optical and in propagation predictions. P. 169 N84-2495 (Spherical propagation models for multipath-propagation predictions. A radio interference model for western Europe p. 171 N84-24963. Transhortizon microwave propagation measurements related to surface meteorological parameters. p. 171 N84-24964. Tropospheric propagation assessment. p. 171 N84-24965. Distortion of a narrow radio beam in a convective.	Design and verification of ele- in airborne weapons systems. Methods for developing the systems of the Mirage 2000. Concepts for avionic and wei- Hardware-in the loop simulati- development of the Sea Hariret. Simulation requirements to si- a fault folerant avionic system. Design and manufacturing corrosior: in aircraft. Flight Test Techniques.
at very low elevation angle p. 169 N84 24948 Sine green prupagation (through clouds p. 169 N84 24949 The effects of meteorology or marine aerosol and optical and in propagation p. 169 N84 24950 Spherical propagation models for multipath propagation predictions p. 170 N84 24950 A radio interference model for western Europe p. 171 N84 24963 Transhorizon microwave propagation measurements related to surface meteorological parameters p. 171 N84 24964 Tropospheric propagation assessment p. 171 N84 24964 Distortion of a narrow radio beam in a convective medium p. 22 N84 24965.	Design and verification of ele- in airborne weapons systems. Methods for developing the systems of the Mirage 2000. Concepts for avionic and week Hardware-in the-loop simulation development of the Sea Harrier Simulation requirements to su a fault folerant avionic system. Design and manufacturing
at very low elevation angle p. 169. N84.24948 Since green prupagation through clouds. B. 169. N84.24949 The effects of meteorology or marine aerosol and optical and in propagation productions. p. 170. N84.24956 Spherical propagation models for multipath propagation predictions. p. 170. N84.24956 A radio interference model for western Europe p. 171. N84.24963 Transhorizon microwave propagation measurements related to surface meteorological parameters. p. 171. N84.24964 Tropospheric propagation assessment. p. 171. N84.24966 Distortion of a narrow radio beam in a convective medium. p. 172. N84.24966 Anomalous propagation and radar coverage trough.	Design and verification of ele- in airborne weapons systems. Methods for developing the systems of the Mirage 2000. Concepts for avionic and were Hardware-in the-loop simulation development of the Sea Harrier Simulation requirements to su a fault folerant avionic system Design and manufacturing corrosion; in aircraft Flight Test Techniques (AGARD CP:373)
at very low elevation angle p. 159 N84 24948 Since green prupagation (through clouds p. 159 N84 24949 The effects of meteorology or marine aerosol and optical and in propagation products for multipath propagation predictions p. 159 N84 24950 Spherical propagation models for multipath propagation predictions p. 170 N84 24950 A radio interference model for western Europe p. 171 N84 24963 Transhorizon microwave propagation measurements related to surface meteorological parameters p. 171 N84 24964 Tropospheric propagation assessment p. 171 N84 24964 Distortion of a narrow radio beam in a convective medium p. 172 N84 24966 Anomalous propagation and radar covertage through homogeneous attribustics.	Design and verification of ele- in airborne weapons systems. Methods for developing the systems of the Mirage 2000. Concepts for awonic and wea- Hardware-in the loop simulail development of the Sea Harrier Simulation requirements to su a fault folerant airionic system. Design and manufacturing corrosor: in aircraft Fight Test Techniques (AGARD CP-373) Fight test techniques
at very low elevation angle p. 169 N84 24948 Since green prupagation through clouds. D. 169 N84 24949 The effects of meteorology on marine aerosol and optical and in propagation propagation predictions. D. 170 N84 24950 A radio interference model for multipath propagation predictions. D. 170 N84 24956 A radio interference model for western Europe p. 171 N84 24963 Transhorizon microwave propagation measurements related to surface meteorological parameters. D. 171 N84 24964 Tropospheric propagation assessment. D. 171 N84 24965 Distortion of a narrow radio beam in a convective medium. D. 172 N84 24966 Anomalous propagation and radiar coverage through inhomogeneous atmospheres. D. 172 N84 24967 The prediction of field strength in the trequency capital propagation and radiar coverage through inhomogeneous atmospheres.	Design and verification of ele in airborne weapons systems Methods for developing the systems of the Mirage 2000 Concepts for avionic and wei Hardware-in the loop simulation development of the Sea Hariret Simulation requirements to si a fault folerant avionic system Design and manufacturing corrosior, in aircraft Flight Test Techniques IAGARD CP:3731 Flight test techniques employ 2 weapon system performance
at very low elevation angle p. 159 N84, 24948 Sine green prupagation through clouds. D. 169 N84, 24949 The effects of meteorology on marine aerosol and optical and in propagation p. 159 N84, 24950 Spherical propagation models for multipath-propagation predictions. A radio interference model for western Europe p. 170 N84, 24950 A radio interference model for western Europe p. 171 N84, 24963 Transhortizon microwave propagation measurements related to surface meteorological parameters. p. 171 N84, 24963 Tropospheric propagation assessment. p. 172 N84, 24965 Distortion of a narrow radio beam in a convective medium. p. 172 N84, 24966 Anomalous propagation and radar coverage through rhomogeneous atmospheres. p. 172 N84, 24967 The prediction of field strength in the frequency range. 10, 200 M84, 2006.	Design and verification of ele- in airborne weapons systems. Methods for developing the systems of the Mirage 2000. Concepts for avionic and wee Hardware-in the-loop simulati- development of the Sea Harrier Simulation requirements to su a fault folerant aironic system. Design and manufacturing corrosior: in aircraft Flight Test Techniques [AGARD CP-373] Fight test techniques employ 2 weapon system performance.
at very low elevation angle p. 159 N84, 24948 Sine green prupagation through clouds. D. 169 N84, 24949 The effects of meteorology on marine aerosol and optical and in propagation p. 159 N84, 24950 Spherical propagation models for multipath-propagation predictions. A radio interference model for western Europe p. 170 N84, 24950 A radio interference model for western Europe p. 171 N84, 24963 Transhortizon microwave propagation measurements related to surface meteorological parameters. p. 171 N84, 24963 Tropospheric propagation assessment. p. 172 N84, 24965 Distortion of a narrow radio beam in a convective medium. p. 172 N84, 24966 Anomalous propagation and radar coverage through rhomogeneous atmospheres. p. 172 N84, 24967 The prediction of field strength in the frequency range. 10, 200 M84, 2006.	Design and verification of ele- in airborne weapons systems. Methods for developing the systems of the Mirage 2000. Concepts for avionic and were Hardware-in the-loop simulation development of the Sea Harrier Simulation requirements to su a fault folerant avionic system. Design and manufacturing corrossor, in aircraft Flight Test Techniques. IAGARD CP-3731 Fight test techniques employ a weapon system performance in Effective life cycle software signed versatility.
at very low elevation angle p. 169. N84. 24948 Since green prupagation through clouds. D. 169. N84. 24949 The effects of meteorology on marine aerosol and optical and in propagation productions. p. 170. N84. 24956 Spherical propagation models for multipath propagation predictions. p. 170. N84. 24956 A radio interference model for western Europe p. 171. N84. 24963 Transhorizon microwave propagation measurements related to surface meteorological parameters. Tropospheric propagation assessment. p. 171. N84. 24966. Distortion of a narrow radio beam in a convective medium. p. 172. N84. 24966. Anomalious propagation and radar coverage through ribornogeneous atmospheres. p. 172. N84. 24967. The prediction of field strength in the frequency range 10. 1000 MHz. p. 172. N84. 24968. Viff and UHF propagation in the Canadan high Arctic.	Design and verification of ele- in airborne weapons systems. Methods for developing the systems of the Mirage 2000. Concepts for avionic and wee Hardware-in the-loop simulati- development of the Sea Harrier Simulation requirements to su a fault folerant aironic system. Design and manufacturing corrosior: in aircraft Flight Test Techniques [AGARD CP-373] Fight test techniques employ 2 weapon system performance.
at very low elevation angle 0.59 N94 24948 Sine green prupagation through clouds 0.59 N94 24949 The effects of meteorology or marine aerosol and optical and in propagation products or multipath propagation predictions 1.70 N84 24950 A radio interference model for multipath propagation predictions 1.71 N84 24963 Transhorizon microwave propagation measurements related to surface meteorological parameters 1.71 N84 24964 Tropospheric propagation assessment 1.71 N84 24964 Tropospheric propagation assessment 1.71 N84 24965 Distortion of a narrow radio beam in a convective medium 1.72 N84 24966 Anomalous propagation and radar coverage through inhomogeneous atmospheres 1.72 N84 24967 The prediction of field strength in the frequency range 3.71 N84 24966 Prize N84 24969 Prize N84	Design and verification of ele- in airborne weapons systems in Methods for developing the systems of the Mirage 2000. Concepts for awonic and wea- Hardware-in- the-loop simulable development of the Sea Harrier Simulation requirements to su a fault folerant airionic system. Design and manufacturing corrosion; in airicraft Flight Test Techniques. IAGARD CP-3731 Flight test techniques employ 2 weapon system performance Effective tile cycle software sign and versatility. A weapon system design app.
at very low elevation angle p. 169 N84 24948 Sine green prupagation through clouds. p. 169 N84 24949 The effects of meteorology or marine aerosol and optical and in propagation productions. p. 169 N84 24950 Spherical propagation models for multipath propagation predictions. p. 170 N84-24950 A radio interference model for western Europe. p. 171 N84-24963 Transhorizon microwave propagation measurements related to surface meteorological parameters. p. 171 N84-24964 Tropospheric propagation assessment. p. 171 N84-24965 Distortion of a narrow radio beam in a convective medium. p. 172 N84-24966 Anomatious propagation and radar covertage through histomogeneous atmospheres. p. 172 N84-24967 The prediction of field strength in the frequency range so. 1000 MHz. VHF and UHF propagation in the Canadam high Arcick.	Design and verification of ele- in airborne weapons systems. Methods for developing the systems of the Mirage 2000. Concepts for avionic and were Hardware-in the-loop simulation development of the Sea Harrier Simulation requirements to su a fault folerant avionic system. Design and manufacturing corrossor, in aircraft Flight Test Techniques. IAGARD CP-3731 Fight test techniques employ a weapon system performance in Effective life cycle software signed versatility.
all very low elevation angle p. 169. N84.24948 (Since green prupagation through clouds by the presence of the propagation propagation propagation predictions p. 170. N84.2495 (Spherical propagation models for multipath propagation predictions p. 170. N84.24956 A radio interference model for western Europe p. 171. N84.24963 Transhorizon microwave propagation measurements related to surface meteorological parameters p. 171. N84.24964 Tropospheric propagation assessment p. 171. N84.24965 (Distortion of a narrow radio beam in a convective medium p. 172. N84.24965 (Distortion of the propagation and radar coverage through inhomogeneous atmospheres p. 172. N84.24967 (The prediction of field strength in the frequency range 30.1000 MHz propagation in the Canadian high Arctic p. 172. N84.24969 (Considerations pertinent to propagation prediction methods applied to airborne microwave equipment).	Design and verification of ele- in airborne weapons systems. Methods for developing the systems of the Mirage 2000. Concepts for avionic and wei- Hardware-in the-loop simulati- development of the Sea Harrier. Simulation requirements to su- fault folderant avionic system. Design and manufacturing. corrosion: in aircraft. Flight Test Techniques. IAGARD CP-3731 Flight test techniques employ- 2 weapon system performance if Effective life cycle software sui- and versatility. A weapon system design app. A simulator for studying helicol
at very low elevation angle p. 159 N84 24948 Since green prupagation through clouds p. 169 N84 24949 The effects of meteorology on marine aerosol and optical and an propagation propagation propagation propagation propagation predictions p. 170 N84 24959 A radio interference model for western Europe p. 171 N84 24963 Transhorizon microwave propagation measurements related to surface meteorological parameters p. 171 N84 24964 Tropospheric propagation assessment p. 171 N84 24965 Distortion of a narrow radio beam in a convective medium p. 172 N84 24966 Anomalous propagation and radar coverage through rhomogeneous atmospheres p. 172 N84 24967 The prediction of field strength in the trequency range 30 1000 MHz p. 172 N84 24969 Considerations pertinent to propagation prediction methods applied to airborne microwave equipment p. 172 N84 24969 Propagation influences on Distal Transmission	Design and verification of ele- in airborne weapons systems in Methods for developing the systems of the Mirage 2000. Concepts for awonic and wea- Hardware-in- the-loop simulable development of the Sea Harrier Simulation requirements to su a fault folerant airionic system. Design and manufacturing corrosion; in airicraft Flight Test Techniques. IAGARD CP-3731 Flight test techniques employ 2 weapon system performance Effective tile cycle software sign and versatility. A weapon system design app.
at very low elevation angle p. 169 N84 24948 Since green prupagation through clouds p. 169 N84 24949. The effects of meteorology or marine aerosol and optical and in propagation predictions p. 170 N84 24950 Spherical propagation models for multipath propagation predictions p. 170 N84 24956. A radio interference model for western Europe p. 171 N84 24963. Transhotizon microwave propagation measurements related to surface meteorological parameters p. 171 N84 24964. Tropospheric propagation assessment p. 171 N84 24966. Obstortion of a narrow radio beam in a convective medium p. 172 N84 24966. Anomalous propagation and radar coverage through inhomogeneous atmospheres p. 172 N84 24967. The prediction of field strength in the frequency range yield and UHF propagation in the Canadian high Arctic p. 172 N84 24969. Considerations pertinent to propagation prediction methods applied to airborne microwave equipment.	Design and verification of ele in airborne weapons systems Methods for developing the systems of the Mirage 2000 Concepts for avionic and wei Hardware-in the loop simulation development of the Sea Harrier Simulation requirements to su a fault folerant avionic system Design and manufacturing corrosion; in aircraft Flight Test Techniques HAGARD CP-3731 Flight test techniques employ 2 weapon system performance if Effective life cycle software su and versathiny A weapon system design app A simulator for studying helicol Air combat simulation. Metho
at very low elevation angle p. 159 N94 24948 Since green prupagation (through clouds p. 169 N84 24949) The effects of meteorology on marine aerosol and optical and in propagation productions p. 169 N84 24950 p. 170 N84 24950 p. 170 N84 24950 p. 171 N84 24950 p. 172 N84 24950 p.	Design and verification of ele- in airborne weapons systems. Methods for developing the systems of the Mirage 2000. Concepts for avionic and wei- Hardware-in the-loop simulati- development of the Sea Harrier. Simulation requirements to su- fault folderant avionic system. Design and manufacturing. corrosion: in aircraft. Flight Test Techniques. IAGARD CP-3731 Flight test techniques employ- 2 weapon system performance if Effective life cycle software sui- and versatility. A weapon system design app. A simulator for studying helicol
all very low elevation angle p. 169 N84 24948 Since green prupagation through clouds D 169 N84 24949 The effects of meteorology on marine aerosol and optical and an propagation propagation propagation propagation predictions D 170 N84 24950 A radio interference model for western Europe p. 171 N84 24963 Transhorizon microwave propagation measurements related to surface meteorological parameters D 171 N84 24964 Tropospheric propagation assessment D 171 N84 24965 Distortion of a narrow radio beam in a convective medium D 172 N84 24966 Anomalous propagation and radar coverage through inhomogeneous atmospheres D 172 N84 24967 The prediction of field strength in the frequency range p. 172 N84 24967 UHF and UHF propagation in the Canadian high Arctic D 172 N84 24969 Considerations pertinent to propagation prediction methods applied to airborne microwave equipment P 172 N84 24969 Considerations pertinent to propagation prediction methods applied to airborne microwave equipment P 172 N84 24969 Propagation Influences on Digital Transmission AGARD.CP-3631 P 172 N85 19269 Propagation of wide bandwidth sponsis in a troposphery	Design and verification of ele- in airborne weapons systems. Methods for developing the systems of the Mirage 2000. Concepts for avionic and were Hardware-in the loop simulated development of the Sea Harrier. Simulation requirements to su a fault folerant avionic system. Design and manufacturing. Corrosion: in aircraft. Flight Test Techniques. HAGARD CP: 3731 Fight test techniques employ 2 weapon system performance. Effective life cycle software signand versatility. A weapon system design app. A simulator for studying helico. Air combat simulation. Methol Design adequacy. An effective.
at very low elevation angle p. 169 N84 24948 Single green prupagation (through clouds p. 169 N84 24949). The effects of meteorology on marine aerosol and optical and in propagation produced by the propagation produced by the propagation produced by the propagation predictions p. 169 N84 24950 Spherical propagation models for multipath propagation predictions. A radio interference model for western Europe p. 171 N84 24963. Transhorizon microwave propagation measurements related to surface meteorological parameters. J. 171 N84 24963. Transhorizon microwave propagation measurements related to surface meteorological parameters. J. 172 N84 24964. Tropospheric propagation assessment. J. 171 N84 24965. Distortion of a narrow radio beam in a convective medium. J. 172 N84 24966. Anomalous propagation and radar coverage through phomogeneous atmospheres. J. 172 N84 24967. The prediction of field strength in the frequency range p. 172 N84 24968. On Side of the propagation in the Canadan high Arctic. J. 172 N84 24969. Considerations pertinent to propagation prediction methods applied to airborne microwave equipment. Influences on Digital Transmission Systems. Problems and Solutions. J. 172 N85 19269. Propagation of wide bandwidth signals in a tropospheric. Suckerng system.	Design and verification of ele in airborne weapons systems Methods for developing the systems of the Mirage 2000 Concepts for avionic and wei Hardware-in the loop simulation development of the Sea Hariret Simulation requirements to si a fault folerant avionic system Design and manufacturing corrosion in aircraft Flight Test Techniques HAGARD CP-3731 Flight test techniques employ 2 weapon system performance to Effective life cycle software sial and versathisty A weapon system design app A simulator for studying helico Air combat simulation. Metho Design adequacy. An effectiv Design To Cost. (DTC). methods
at very low elevation angle p. 169 N84 24948 Since green prupagation through clouds p. 169 N84 24949 The effects of meteorology or marine aerosol and optical and an propagation propagation p. 169 N84 24950 Spherical propagation models for multipath-propagation predictions p. 170 N84 24956 A radio interference model for western Europe p. 171 N84 24963 Transhorizon microwave propagation measurements related to surface meteorological parameters p. 171 N84 24964 Tropospheric propagation assessment p. 171 N84 24965 Distortion of a narrow radio beam in a convective medium p. 172 N84 24966 Anomalous propagation and radar coverage through ribornogeneous atmospheres p. 172 N84 24966 Anomalous propagation and radar coverage through ribornogeneous atmospheres p. 172 N84 24966 Obstitution of field strength in the trequency range 30 1000 MHz p. 172 N84 24969 Considerations pertinent to propagation prediction methods applied to airborne microwave equipment p. 172 N84 24969 Propagation influences on Digital Transmission Systems Problems and Solutions AGARD.CP. 2631 p. 172 N85 19269 Propagation of wide bandwidth signals in a tropospheric further of propagation in digital unreless beam	Design and verification of ele in airborne weapons systems Methods for developing the systems of the Mirage 2000 Concepts for awonic and wer Hardware-in the loop simulail development of the Sea Harrier Simulation requirements to su a fault folerant airignic system Design and manufacturing corrosor: in airicraft Flight Test Techniques [AGARD CP-373] Flight test techniques employ 2 weapon system performance is Effective life cycle software su and versatility A weapon system design app A simulator for sturdving helicol Air combat simulation. Methol Design adequacy. An effective
at very low elevation angle p. 169 N84 24948 billieg dreen prupagation (through clouds p. 169 N84 24949 billieg dreen prupagation (through clouds p. 169 N84 24949 billieg dreen prupagation propagation propagation propagation propagation propagation predictions p. 169 N84 24950 spherical propagation models for multipath propagation predictions p. 170 N84-24950 A radio interference model for western Europe p. 171 N84-24963 transhorizon microwave propagation measurements related to surface meteorological parameters p. 171 N84-24964 tropospheric propagation assessment p. 171 N84-24964 Tropospheric propagation assessment p. 171 N84-24965. Distortion of a narrow radio beam in a convective medium p. 172 N84-24967. The prediction of field strength in the frequency range p. 172 N84-24967. The prediction of field strength in the frequency range p. 172 N84-24968. Virf and UHF propagation in the Canadam high Arctic p. 172 N84-24969. Considerations pertinent to propagation prediction methods applied to airborne microwave equipment p. 172 N84-24969. Propagation Influences on Digital Transmission Systems Problems and Solutions p. 173 N85-19269. Propagation of wide bandwidth signals in a tropospheric further propagation in digital wireless beam.	Design and verification of ele- in airborne weapons systems. Methods for developing the systems of the Mirage 2000. Concepts for awonic and wee Hardware-in the loop simulait development of the Sea Harrier Simulation requirements to su a fault folerant aironic system. Design: and manufacturing corrosion: in aircraft Flight Test Techniques. FAGARD CP-373 Flight test techniques employ 2 weapon system performance it. Effective tile cycle software su and versathity. A weapon system design app A simulator for studying helico. Air combat simulation. Metho Design adequacy. An effectiv Design-10 Cost. (DTC). metaffordable aironics.
at very low elevation angle p. 169 N84 24948 Sine green prupagation through clouds D 169 N84 24949 The effects of meteorology on marine aerosol and optical and in propagation propagation p. 169 N84 24950 Spherical propagation models for multipath propagation predictions A radio interference model for western Europe D 171 N84 24963 Transhorizon microwave propagation measurements related to surface meteorological parameters P 171 N84 24964 Tropospheric propagation assessment D 171 N84 24964 Tropospheric propagation assessment D 171 N84 24965 Distortion of a narrow radio beam in a convective medium Anomalious propagation and radar coverage through inhomogeneous atmospheres D 172 N84 24966 Anomalious propagation and radar coverage through inhomogeneous atmospheres D 172 N84 24967 The prediction of field strength in the trequency range D 172 N84 24966 Onsiderations pertinent to propagation prediction methods applied to airborne microwave equipment D 172 N84 24960 Propagation influences on Digital transmission Systems Problems and Solutions Propagation of wide bandwidth signals in a tropospheric furfuence of propagation in digital wireless beam pictowels has period to find stignals and tropospheric furfuence of propagation in digital wireless beam pictowels has period for the propagation in digital wireless beam pictowels and signals.	Design and verification of ele in airborne weapons systems Methods for developing the systems of the Mirage 2000 Concepts for avionic and weit Hardware-in the loop simulate development of the Sea Harrier Simulation requirements to su a faulf folerant avionic system Design and manufacturing corrosori in aircraft Flight Test Techniques HAGARD CD-3731 Flight test techniques employ 2 weapon system performance it Effective tile cycle software su and versathiny A weapon system design app A simulatior for studying helicol Air combat simulation. Metho Design adequacy. An effectiv Design To Cost. (DTC). metaloridated
all very low elevation angle p. 169 N84 24948 Since green prupagation through clouds D 169 N84 24949 The effects of meteorology on marine aerosol and optical and an propagation propagation propagation predictions p. 170 N84-24956 A radio interference model for western Europe p. 171 N84-24963 Transhotizon microwave propagation measurements related to surface meteorological parameters p. 171 N84-24964 Tropospheric propagation assessment p. 171 N84-24965 Distortion of a narrow radio beam in a convective medium p. 172 N84-24966 Anomalous propagation and radar coverage through inhomogeneous atmospheres p. 172 N84-24967 The prediction of field strength in the frequency range of the propagation in the Canadian high Arctic p. 172 N84-24968 OHF and UHF propagation in the Canadian high Arctic p. 172 N84-24969 Considerations pertinent to propagation prediction methods applied to airborne microwave equipment Propagation influences on Digital Transmission Systems Problems and Solutions AGARD-CP-3631 p. 172 N85-19271 Influence of propagation in digital wireless beam p. 173 N85-19271 Influence of propagation in microwave in the second propagation of the propagation and stoppospheric functions and the propagation of wide bandwidth signals in a tropospheric functions and the propagation of wide bandwidth signals in a tropospheric functions and the propagation of wide bandwidth signals in a tropospheric functions and the propagation of wide bandwidth signals in a tropospheric function of the propagation of wide bandwidth signals in a tropospheric function and the propagation of wide bandwidth signals in a tropospheric function microwave in the propagation of the propagation	Design and verification of ele in airborne weapons systems Methods for developing the systems of the Mirage 2000 Concepts for avionic and wel Hardware-in the loop simulate development of the Sea Harrier Simulation requirements to su a fault folerant avionic system Design and manufacturing corrosors in aircraft Flight Test Techniques HAGARD CP-3731 Flight test techniques employ 2 weapon system performance it Effective tile cycle software su and versathiny A weapon system design app A simulation for studying helicol Air combat simulation. Metho Design adequacy. An effectiv Design adequacy. An effectiv Design fo Cost. (DTC). me affordable avionics. Unsteady serodynamics in maneuverability.
all very low elevation angle p. 169 N84 24948 Since green prupagation (through clouds p. 169 N84 24949) The effects of meteorology on marine aerosol and optical and in propagation produced propagation propagation propagation productions p. 169 N84 24950 Spherical propagation models for multipath-propagation predictions p. 170 N84 24956 A radio interference model for western Europe p. 171 N84 24963 Transhorizor microwave propagation measurements related to surface meteorological parameters p. 171 N84 24964 Troposphenic propagation assessment p. 171 N84 24964 Troposphenic propagation assessment p. 171 N84 24965 Distortion of a narrow radio beam in a convective medium p. 172 N84 24966 Anomalous propagation and radar coverage through inhomogeneous atmospheres p. 172 N84 24967 The prediction of field strength in the trequency range 30 1000 MHz propagation in the Canadan high Arctic p. 172 N84 24969 Wiff and UHF propagation in the Canadan high Arctic p. 172 N84 24969 Considerations pertinent to propagation prediction methods applied to airborne microwave equipment p. 172 N84 24970 Propagation in influences on Digital Transmission Systems Problems and Solutions ACARD.CE-9.63(1) p. 172 N85-19269 Propagation of wide bandwidth signals in a tropospheric full full propagation of wide bandwidth signals in a tropospheric full full propagation of wide bandwidth signals in a tropospheric full full propagation of wide bandwidth signals in a tropospheric full full propagation of wide bandwidth signals in a tropospheric full full propagation of wide bandwidth signals in a tropospheric full full propagation of wide bandwidth signals in a tropospheric full full propagation of wide bandwidth signals in a tropospheric full full propagation of wide bandwidth signals in a tropospheric full full propagation of wide bandwidth signals in a tropospheric full full propagation full full propagation of full full full propagation full full full propagation full full propagation full full full propagation full full full full propagation full fu	Design and verification of ele in airborne weapons systems Methods for developing the systems of the Mirage 2000 Concepts for avionic and wer Hardware-in the loop simulated development of the Sea Harrier Simulation requirements to su a fault folerant avionic system Design and manufacturing corrossor; in aircraft Flight Test Techniques [AGARD CP: 373] Fight test techniques employ 2 weapon system performance is Effective life cycle software sign and versatility A weapon system design app A simulator for studying helicot Air combat simulation. Metho Design adequacy. An effectiv Design adequacy. An effectiv Design adequacy. (In the company of the
all very low elevation angle p. 159 N84 24948 Since green prupagation through clouds p. 159 N84 24949 The effects of meteorology on marine aerosol and optical and an propagation propagation propagation propagation propagation propagation propagation propagation models for multipath-propagation predictions p. 170 N84 24959 A radio interference model for western Europe p. 171 N84 24963 Transhorizon microwave propagation measurements related to surface meteorological parameters p. 171 N84 24964 Troposphenc propagation assessment p. 171 N84 24965 Distortion of a narrow radio beam in a convective medium p. 172 N84 24966 Anomalous propagation and radar coverage through nhomogeneous atmospheres p. 172 N84 24967 The prediction of field strength in the trequency range 30 1000 MHz p. 172 N84 24969 Office of the propagation in the Canadan high Arctic p. 172 N84 24969 Considerations pertinent to propagation prediction methods applied to airborne microwave equipment p. 172 N84 24969 Propagation Influences on Digital Transmission Systems Problems and Solutions AGARD.CP.3621 p. 172 N85 19269 Propagation of wide bandwidth signals in a tropospheric ducting system p. 173 N85 19277 Propagation of wide bandwidth signals in a tropospheric ducting system p. 174 N85 19277 Propagation of wide bandwidth signals in a tropospheric ducting system p. 175 N85 19279 Propagation of wide bandwidth signals in a tropospheric ducting system p. 175 N85 19279 Propagation between predicted and measured variety and p. 174 N85 19277 Design criteria for the VHF/UHF range in rugged	Design and verification of ele- in airborne weapons systems. Methods for developing the systems of the Mirage 2000. Concepts for avionic and were Hardware-in the loop simulated development of the Sea Harrier. Simulation requirements to su a fault folerant avionic system. Design and manufacturing corrosion: in aircraft. Flight Test Techniques. HAGARD CP-3731. Flight test techniques employ 2 weapon system performance. Effective life cycle software sur and versatiny. A weapon system design app. A simulator for studying helico. Air combat simulation. Metho Design adequacy. An effective Design-10 Cost. (DTC). me affordable avionics. Unsteady. serodynamics. Interview of the UK Alvey Prog.
all very low elevation angle p. 169 N84 24948 Since green prupagation through clouds D 169 N84 24949 The effects of meteorology on marine aerosol and optical and an propagation propagation propagation predictions p. 170 N84-24956 A radio interference model for western Europe p. 171 N84-24963 Transhotizon microwave propagation measurements related to surface meteorological parameters p. 171 N84-24964 Tropospheric propagation assessment p. 171 N84-24965 Distortion of a narrow radio beam in a convective medium p. 172 N84-24966 Anomalous propagation and radar coverage through inhomogeneous atmospheres p. 172 N84-24967 The prediction of field strength in the frequency range of the propagation in the Canadian high Arctic p. 172 N84-24968 OHF and UHF propagation in the Canadian high Arctic p. 172 N84-24969 Considerations pertinent to propagation prediction methods applied to airborne microwave equipment Propagation influences on Digital Transmission Systems Problems and Solutions AGARD-CP-3631 p. 172 N85-19271 Influence of propagation in digital wireless beam p. 173 N85-19271 Influence of propagation in microwave in the second propagation of the propagation and stoppospheric functions and the propagation of wide bandwidth signals in a tropospheric functions and the propagation of wide bandwidth signals in a tropospheric functions and the propagation of wide bandwidth signals in a tropospheric functions and the propagation of wide bandwidth signals in a tropospheric function of the propagation of wide bandwidth signals in a tropospheric function and the propagation of wide bandwidth signals in a tropospheric function microwave in the propagation of the propagation	Design and verification of ele in airborne weapons systems Methods for developing the systems of the Mirage 2000 Concepts for avionic and wel Hardware-in the loop simulate development of the Sea Harrier Simulation requirements to su a fault folerant avionic system Design and manufacturing corrosors in aircraft Flight Test Techniques HAGARD CP-3731 Flight test techniques employ 2 weapon system performance it Effective tile cycle software su and versathiny A weapon system design app A simulation for studying helicol Air combat simulation. Metho Design adequacy. An effectiv Design adequacy. An effectiv Design fo Cost. (DTC). me affordable avionics. Unsteady serodynamics in maneuverability.

```
and channel evaluation
                                                                                         The impact of artificial intelligence on a
  p 177 NB5-19301
                                                                                                                                                                          on airborne maritime
p 193 N86-28374
teport on the gation Panel Symposium on ilitary Systems in the High
                                                                                  Flight testing and real time data processing to 
development and integration of weapon systems
                                                                                                                                                                           on systems
p 43 N84-3:1415
                                                                               WEAPONS DELIVERY
                    p 180 N86-24903
                                                                                   Advanced design and performance optimizati
techniques utilized to develop the F-1
Weapons/Navigation Computer (WNC)
  ics of medium frequency
continental US and Canada
p 183 N86-27546
sonde in Northern Germany
                                                                                                                                                                              p 2 N83-22103
                                                                                       Tactical requirements impact on avionics/weapon ystem design p 22 N84:15036
                  p 183 N86-27548
                                                                                   system design
                                                                                        stem design

The lock-on-before launch weapon delivery and splay/control consideration p 25 N84-15056
n the range 11-30 GHz
p 162 N83-30891
                                                                                   display/control consideration
he millimetre wavebands due
p 163 N83-30894
                                                                                 Computer aided construction of ground attack mission profiles over European terrain p 26 N84-15060
                                                                                       offies over European terrain

AFTI/F-16 An integrated system approach to combat utomation p 26 N84-15063
  ISTAR 19/29 GHz satellite
                                                                                  automation
   limate of Florida, 1978 -
p 163 N83-30897
                                                                                       Concept of a fighter aircraft weapon delivery system
                                                                                 Hardware-in-the-loop simulation techniques used in the development of the Sea Harrier avionic system
ent A case study
p 8 N83-22145
offware support throughout
ystems p 8 N83-22149
                                                                                                                                                                          p 27 N84-15071
                                                                              WEAPONS DEVELOPMENT
                                                                                 Advanced Technology for SAM Systems Analysis 
Synthesis and Simulation 
(AGARD-LS-135) p 141 N84-31248
  ronment (SEE) for weapon
p 9 N83-22151
technique to evaluate store
p 13 N83-30382
ge in automated trequency
                                                                                     Advanced technology for SAM systems analysis, ynthesis and simulation p 141 N84-31249
                                                                                 synthesis and simulation

Method for designing future weapons systems Example of the very short distance ground-air systems p 141 N84-31250
                                                                                 synthesis and simulation
ge in automated frequency
ind remote system spectrum
p 164 N83-30905
lased on the concept of
maximum firepower
p 18 N84-12058
                                                                             WEAR
                                                                                      Mechanical aspects of high temperature coatings p 106 N85-15749
ale integration
p.18 N84-12059
                                                                            WEAR INHIBITORS
 Avionics/Weapon System
                                                                                       Wear reduction by lubricants in confined contacts
p 21 N84-15034
Key to future
                                                                                                                                                                           p 94 N85-23786
                                                                           WEATHER FORECASTING
Development of satellite data presentation for environmental forecasting p 234 N85-20770
                    future avionics
p 22 NB4-15035
act on avionics/weapon
p 22 N84-15036
is impact on fighter avionics
p 22 N84-15037
                                                                            WEIGHT (MASS)
                                                                                     A flutter optimization program for complete aircraft
                                                                                structural design
                                                                                      Gears and Power Transmission Systems for Helicopters
 p 22 N84-15037
at the force level
p 22 N84-15038
ation p 23 N84-15042
                                                                                 and Turboprops
                                                                                IAGARD-CP-3691
                                                                                    Advanced gearbox technology in small turbo properties p 92 N85:237 1
 ne functional integration of
inbers in command
p 23 N84-15044
                                                                                    Some aspects of how to design cost-effective flight
   mament system program
p 23 N84-15045
p 24 N84-15048
                                                                           control systems
WEIGHT REDUCTION
                                                                                                                                                                         p 66 N85-26639
                                                                              Some trends in airship technology developments
[AGARD-R-717] p.17 N84-12050
[Crack growth in near-alipha titanium alloys p.109 N86-25371
tem integration
p 24 N84-15051
 amtenance
                  nce in weapons
p.25 N84-15054
                                                                           WEIGHTLESSNESS
                                                                               Value of the lower body negative pressure test in aerospace medicine p.211 N84-21096 influence of gravitoinertial force level on apparent magnitude of conolis cross-coupled angular accelerations and motion sickness p.214 N85-20644
al research in tactical tighter
p. 25 N84-15062
weapon delivery system
p. 26 N84-15064
                                                                           and motion sickness businesses p 214 N85-20644 Space adaptation syndrome incidence and operational implications for the space transportation system program p 216 N85-20655 Results of Space Experiments in Physiology and Medicine and Informal Briefings by the F-16 Medical Working Group (AGARO-CP-377) p 218 N85-31805 Thresholds for distinct and information of the program of the policy of the po
ectromagnetic compatibility
p 27 N84-15066
  navigation and weapon
p.27 N84-15068
 apon integration facilities
p 27 N84-15070
  on techniques used in the
                                                                                    GARD-CP-3771 p. 218 N85-31805
Thresholds for detection of linear oscillation following
olonged weightlessness p. 219 N85-31810
   avionic system
                                                                          Thresholds for detection of immain policy of the prolonged weightlessness p 219 N85-31810 prolonged weightlessness and readaptiation to Earth's gravity p 219 N85-31811 Heinterpretation of of toith input as a primary factor in space motion sickness p 219 N85-31812 Postural adjustments associated with aim movements weightlessness p 220 N85-31813
ravionic system
p.27 N84-150.71
upport the development of
p.27 N84-150.72
practices to minimize
p.38 N84-25620
                  p.41 N84-34396
                                                                              in weightlessness p 220 N85.3
Mass discrimination during prolonged weightless
yed in the Nimrod MR Mk
trials p 43 N84 34410
                                                                             Changes in cardiovascular function Weightlessness and ground-based studies p 220 N85-31814 N85-31814 Cardiovascular resear.h in space Problems and results p. 220 N85-31817
pport A study in discipline
p 49 N85-16746
  roach to diagnostics
p 50 N85 16752
opter weapons systems
p.57 N85 16816
                                                                                  Sleep and wake physic ogy in weightlessness
                                                                                 Sensitivity of human lymphocytes to microgravity vitro p 221 N85-31820
ods models, trends
p.62 N65-22359
                                                                        WEIGHTLESSNESS SIMULATION
Study of the cardiovascular system in microgravity
Results and perspectives p 220 N85-31816
WEST GERMANY
         ess factor
p 66 N85 26642
thodology to achieve
p 67 NB5-26645
                                                                           List of head/neck injury on ejection in the German Armed Forces from 1972-1981 p. 217 N85-21972 Three-dimensional boundary layers A report on work in Germany p. 195 N85-25786
and dynamic aircraft
p 147 N86-27253
                                                                      in Germany
WHEELS
A double gimballed momentum wheel for precision 3-axis
-ms. via control p 138 N84-24608
            P 187 N86-28339
throughput image tracker
p 191 N66-28365
```

WIDERAND COMMUNICATION

WIDEBAND COMMUNICATION Digital simulation of communication overview	ons channels An p 176 NB5-19290
Fast synchronization model for UH communication system	F spread-spectrum p 176 N85-19296
Overview of RADC adaptive antenn communications WIND (METEOROLOGY)	p 177 N85-19299
Wind modelling for increased a efficiency	rcraft operational p 68 N85-26652
WIND EFFECTS The clinical and biomedical evalual fatalities associated with aircrew ejections.	
Working Group report [AGARD-AR-194] Introduction The clinical and biomi	p 217 N85-21969
trauma and fatalities associated with a crash	p 217 N85-21970
List of head/ neck injury on ejection in Forces from 1972-1981 WIND MEASUREMENT	n the German Armed p 217 N85-21972
Worldwide experience of wind shea	p 29 NB4-15087
Using an airborne CO2 CW laser for and windshear measurements Wind modelling for increased a	p 44 N84-34417
efficiency WIND PROFILES The influence of V/STOL on wing	p 68 N85-26652
design WIND SHEAR	p 39 N84-25627
Airspeed and wind shear measurem CO2 CW laser Worldwide experience of wind shear	p 14 N83-34898
Influence of windshear on flight sa	p 29 N84-15087 fety
Using an airborne CO2 CW laser for and windshear measurements	p 30 N84-15088 tree stream airspeed p 44 N84-34417
The use of pressure sensing taps as sensor for flight control systems	
Vortical flow exploration methods of wind tunnel	developed for the F1 p 37 N84-23598
Cryogenic test technology, 1984 [AGARD-AR-212] Special Course on Cryogenic Te	p 158 N85-29116
Tunnel Testing [AGARD-R-722]	p 132 N86-20415
Design and construction of mod Transonic Facility, part 1 Cryogenic wind tunnel instrumenta	p 133 N86-20419
Productivity. The economic aspectumel design and use	cts of cryogenic wind p 133 N86-20423
The Kryo-Kanal-Koeln (KKK) proj tunnel conversion, insulation, contr operational experience and first preli	rols, instrumentation, iminary test results
The NASA Langley 0.3-m transon	p 134 N86-20426 ic cryogenic tunnel p 134 N86-20428
The US National Transonic Facility	
New dynamic testing techniques in	p 145 N86-27244
Recent developments in techn simulation for the identification of st	ability parameters p 146 N86-27246
Generation of two-dimensional gu- wind-tunnels The isentropic light piston annula	p 146 NB6-27247
RAE Pyestock WIND TUNNEL CALIBRATION	p 115 N86-29851
Operational experience with the Facility The cryogenic Ludwieg tube turns	p 32 N84-23565
The US National Transonic Facilit	p 134 N86-20425 ly, part 1
The US National Transonic Facilit	p 134 N86-20429 by, part 2 p 134 N86-20430
WIND TUNNEL DRIVES Performance evaluation of full sci	
tunnel test The T2 cryogenic induction tunne	p 72 N86-11 In Toulouse
The cryogenic Ludwieg tube tunn	p 134 N86-20424 let at Goettinger p 134 N86-20429
WIND TUNNEL MODELS Some measurements of buffeting	on a flutter model o
a hypical strike aircraft A short note on recent advance technique for 30-model tests at the	
Commission of the model to sa at the	p 33 N84-2357

p 33 N84-23571

p 37 N84-23599

Propeller and rotor noise testing in aeroacoustic wind

p 35 N84-23583

Half-model testing in the NLR high speed wind tunnel

New methods of excitation, acquisition and data

reduction about unsteady wind tunnel tests

Its technique and application p 35 N84-23588

```
Experience in engine face, non-steady, flow measurements through a side and bottom engine air inlet duct \rho 37 N84-23600
                                                                                                                                      Aeroacoustic noise measurements in wind tunnel
                                                                                                                                       p 35 N84 23584.
Use of a small scale wind funner and model shop at
  duct
                                                                                                                                  Aeronautica Macchi as an industrial tool
      Pressure distributions measured on research wing M100 iounted on an axisymmetric body p. 81 N85-10023
                                                                              p 81
                                                                                                                                                                                                              n 35 NB4 23585
   mounted on an axisymmetric body
                                                                                                                                      The 310 airbus test in the ONERA wind tunnel ight-wind tunnel comparison p 35 N84-23587
       Special Course on Cryogenic Technology for Wind
                                                                                                                                     light wind tunnel comparison p.35. N84-23587.
Recent developments in store separation and grid survey
  Tunnel Testing
                                                                                                                                 techniques using the ARA Two Sting Rig p 36 N84-23595

A self-contained captive trajectory system for a blowdown wind tunnel p 36 N84-23596
      Materials and techniques for model construction p 133 N86-20418
      Design and construction of models for the National ransonic Facility, part 1 p. 133 N86-20419
                                                                                                                                  blowdown wind tunnel p 36 N84-23596. The accelerated light model technique of store
       Design and construction of models for the National
                                                                                                                                    separation as developed and used at British Aerospace
   Transonic Facility, part 2
                                                                           p 133 N86 20420
                                                                                                                                                                                                              p 37 N84-23597
       Fundamental reflections on cryogenic testing
                                                                                                                                       Vortical flow exploration methods developed for the F1
                                                                           p 133 .N86-20422
                                                                                                                                   wind tunnel
                                                                                                                                                                                                             p 37 N84-23598
                                                                                                                                  wind funnel p. 37 N84-23988
New methods of excitation, acquisition and data reduction about unsteady wind funnel tests p. 37 N84-23599
Experience in engine face, non-steady, flow
        New dynamic testing techniques and related results at p 145 N86-27244
   Standard dynamics model experiments with the DFVLR/AVA transonic derivative balance p 145 N86-27245
                                                                                                                                    measurements through a side and bottom engine air inlet
duct p 37 N84-23600
Recent developments in the measurement of
WIND TUNNEL TESTS

Times and steady/unsteady
                                                                                                                                   recent overlopments in the measurement of time-dependent pressures p.37. N84-23601 V/STOL wind-tunnel testing p.40. N84-25633 Technical evaluation report on the Fluid Dynamics Panel Symposum on Wind Tunnels and Testing Techniques (AGARD-AR-193) p.132. N84-32402
    characteristics of supercritical and conventional transport
                                                                             p 117 N83-22218
        Ground/Flight Test Techniques and Correlation
                                                                                 D 9 N83-30057
    LAG-A1294331
   [ALIA79833] p.9 Me3-3033
Progress in wind tunnel test techniques and in the
corrections and analysis of the results in p.9 M83-30358
Aerothermodynamic flight envelope expansion for a
manned lifting reentry vehicle (space shuffle)
                                                                                                                                    [AGAMD-AR-193] p.132 1864-32402
Transonic wing and far field test data on a high aspect
ratio transport wing for three dimensional computational
method evaluation p.81 N85-10021
                                                                                                                                    method evaluation p81 NB5-10021
Transonic wing and far field test data on a moderate aspect ratio wing for three dimensional computational method evaluation p81 N85-10022
        p 9 N83-30359
Predicted and flight test results of the performance and
     stability and control of the space shuttle from reentry to
                                                                                                                                        Pressure distributions measured on research wing M100
        nding p 9 N83-30360
Ground-flight correlation on the Alpha-Jet experimental
                                                                                                                                    mounted on an axisymmetric body p 81 N85-10023
Pressure distributions measured on research wing M86
mounted on an axisymmetric body p 81 N85-10024
Investigations into the effects of scale and
     aircraft with a transonic wing. A comparison between wind tunnel and flight results for aerodynamic performance.
        p 9 N83-30361
Ground/flight correlation on the Alpha-Jet experimental
                                                                                                                                    Investigations into the effects of scale and compressibility on lift and drag in the RAE 5m pressurzed low-speed wind tunnel p.5.1 N85-16773 Dynamic wind tunnel testing for active control research p.61 N85-22352
     arcraft with a transonic wing. A compansion of the wing pressure distribution and local wake survey from analytical wind tunnel and flight results. p. 9. N83 30362. Flight and wind-tunnel correlation of boundary layer.
                                                                                                                                   research p 61 N85-22352
Dynamic wind-tunnel testing of active controls by the NASA Langley Research Center p 61 N85-22353
Transonic pressure distributions on a two-dimensional 012 and supercritical MBB-A3 profile oscillating in heave
   Flight and wind-tunnel correlation or transition on the AEDC transition cone
p 10 N83-30363
Some measurements of buffeting on a flutter model of p 11 N83-30370
p 11 N83-30370
                                                                                                                                         nd pitch p 63 N85-25173
Analysis of transonic aerodynamic characteristics for a
    a typical strike aircraft p 11 N83-30370
Aerodynamic model identification from dynamic flight test data and wind tunnel experiments
                                                                                                                                      supercritical airfoil oscillating in heave, pitch and with
                                                                                                                                    oscillating flap p 64 N85-25175
Low Reynolds number vehicles
(AGARD-AG-288) p 81 N85-26666
          Correlation aspects of analytical, wind tunnel and flight
     test results for a hingeless rotor helicopter
                                                                                                                                         Wing buffeting active control testing on a transport
                                                                                  n 11 NR3,30373
         Dynamic structural aeroelastic stability testing of the 14.5 filt rotor research aircraft p. 12 N83:30376
                                                                                                                                     aircraft configuration in a large sonic tunnel
                                                                                                                                         p 123 N85-26750
Wing buffeting active control testing on a transport
      XV-15 tilt rotor research aircraft
         Weather hazard simulation in the Modane
                                                                                                                                     aircraft configuration in a large sonic windtunnel
                                                                                                                                         p 127 N85-27903
Cryogenic test technology, 1984
(GARD-AR-212)
      wind-tunnels
[NASA-TM-77069]
          IASA-TM-77069] p 130 N83-30438
Technical evaluation report on the Flight Mechanics
                                                                                                                                                                                                              p 158 N85-29116
                                                                                                                                     [AGARD-AR-212] p 158
Data set 8. ZKP wing oscillating aileron
      Panel Symposium on Ground/Flight Test Techniques and
                                                                                                                                                                                                                  p.82 N85-31029
                                                                                                                                         Performance evaluation of full scale propellers by wind analytics p. 72 N86 11160
                                                                                  p 90 N83-34939
      AGARD AR-191
          Experimental
                                          methods to determine
      Experimental methods to determine control effectiveness in wind tunnels p 119 N84-10087 Control of the forebody vortex orientation by asymmetric air injection. Part A. Application to enhance departure/spin
                                                                                                                                          Study of the 3D wake of an aerial propeller
                                                                                                                                           p. 72 N86-11161
Aerodynamic and structural aspects of propeller and
      recovery of fighter aircraft and Part 8 Details of the flow
                                                                                                                                      drive for a 1/5 scale wind tunnel programme
           ructure Fast flutter clearance by parameter variation p 119 N84-10088 Fast flutter clearance by parameter variation p 17 N84-11135
                                                                                                                                                                                                                 p 73 N86-11163
                                                                                                                                      Wind tunnel investigation of the interaction of propeller slipstream with nacelle/wing/flap combinations p.73 N86-11166
           Subsonic/Transonic Aerodynamic Interference for
      Aircraft Introductory remarks p 20 N84-12073
An experimental investigation of the vortex flow over
                                                                                                                                           Aeroacoustic wind tunnel measurements on propeller
                                                                                                                                        some aeroacoustic wind tunnel measurements
      delta and double-delta wings at low speed
                                                                                                                                     Some aeroacoustic wind tunnel measurements theoretical predictions and flight-test correlations on subsomic aircraft propellers p.74. N86-11170 Full-scale flight and model-scale wind tunnel tests on the nearheld noise characteristics of aircraft propellers p.74. N86-11172
                                                                                  p 76 N84-12106
       Recent studies at NASA-Langley of vortical interacting with neighboring surfaces p.77 N84-Wind Tunnels and Testing Techniques
      LAGARD-CP-3481
                                                                                  p.32 NB4-23564
      | AGARD-CP-348| p. 32 | Non-23-32 | Non-23
                                                                                                                                           Special Course on Cryogenic Technology for Wind
                                                                                                                                     Tunnel Testing
(AGARD R-722)
                                                                                                                                                                                                              p 132 N86-20415
       A short note on recent advances in the adaptive wall technique for 3D-model tests at the TU-Berlin
                                                                                                                                          Fundamental reflections on cryogenic testing p 133 N86-20422
                                                                                                                                           The NASA Langley 0.3-m transonic cryogenic tunnel p.134 N86-20428
           Ground/flight test techniques and correlation
           High Reynolds number tests of the cast 10-2/DOA2
                                                                                                                                           Other cryogenic wind-tunnel projects
                                                                                                                                                                                                                p 135 N86-20431
       transonic airfoil at ambient and cryogenic temperature conditions p.33 N84-23575
                                                                                                                                           Unsteady
                                                                                                                                                                        Aerodynamics-Fundamentals
                                                                                                                                        Applications to Aircraft Dynamics

[AGARD-CP-386]
       Nonadiabatic model wall effects on transonic airfoil performance in a cryogenic wind tunnel
                                                                                                                                                                                                                p 143 N86-27224
                                                                                                                                           Dynamic stall of swept and unswept oscillating wings p 143 N86-27226
                                                                                   p 34 N84-23579
            Practical solutions to simulation difficulties in subscale
                                                                                    p 34 N84-23581
          vind tunnel tests
Recent developme
                                                                                                                                           A critical look at dynamic simulation of viscous flow
                                                                                                                                      Wind tunnel and flight test analysis and evaluation of the buffet phenomena for the alpha jet fransonic wing
                 cent developments and future directions in dynamic
lity research at NAE, Ottawa p 35 N84-23582
```

oscillating flap

OSUments
(ING LOADING
Flutter and steady/unsteady aerodynamic
characteristics of supercritical and conventional transport
p 117 N83-22218

Real-time flutter analysis of an active inution system on a remotely piloted research aircraft p 12 N83-30380 New rotary ng at RAE and experiments on HIRM WORKLOADS (PSYCHOPHYSIOLOGY) p 145 N86-27243 Management and planning concepts p 86 N83-22185 New dynamic testing techniques and related results at Structural load measurements on a Northrop NF-5A p 145 N86-27244 Dynamic control of inbound flights for minimum cost WING NACELLE CONFIGURATIONS
The treatment of the programmer of the p 86 N83-22186
Sustained Intensive Air Operations Physiological and Extraction of aerodynamic parameters for aircraft at extreme flight conditions p 146 N86-27248 c nonlinear airloads Representation and nent p 147 N86-27251 The treatment of convected vortices in compressible Performance Aspects [AGARD-CP-338] p 79 N84-12121 p 207 N84-21062 [AGANU-U-1304] Conceptual framework for the development of wurnnear metrics in sustained operations p 207 N84-21063. The U.S. Air Force neurophysiological workload test p 207 N84-21064. WING OSCILLATIONS Recent experiences of unsteady aerodynamic effects Transonic Unsteady Aerodynamics and its Aeroelastic on aircraft flight dynamics at high angle of attack p 147 N86-27252 Applications [AGARD-CP-374] D 63 N85-25171 Correlation of predicted and free-flight responses near departure conditions of a high incidence research model p 147 N86-27255 Analysis of transonic aerodynamic characteristics for a Behavioral and subjective workload metrics for operational environments p 207 N84-21065 retical airfoil oscillating in heave, pitch and perational environments p. 207 N84-21065.
Some issues in research on effects of sustained work nd sleep loss on performance p. 208 N84-21071.
Workload of personnel engaged in air defence. oscillating flap p 64 N85-25175 Experimental study of the effect of turbulence on Calculation of harmonic aerodynamic forces of aerofoils and sleep loss on performance dynamic stalling p 148 N86-27264 and wings from the Euler equations p 64 N85-25177
A semi-empirical unsteady transonic method with Effectiveness measurements for a cooling film disrupted by a single jet with wall plunging p 114 N86-29844 p 209 N64-21079 supersonic free stream p 64 N85-25179 Sustained military operations with particular reference Sustained military operations with particular reference to prolonged exercise p. 210 N84-21081
Stressful mission profiles part 2 Workload and talique p. 212 N84-26284
Assessing pilot workload in flight p. 42 N84-34408
Aircrew and avionics Friends or Foes? Application of time-linearized methods to oscillating Aerodynamic effect of coolant ejection in the rear part wings in transonic flow and flutter p 65 N85-The development of unsteady transonic 3-D full po of transonic rotor blades
The boundary layer behaviour of an advanced gas turbine rotor blade under the influence of simulated film cooling
p 117 N86-29862 code and its aeroelastic applications p 65 N85-25187 Data set 9 LANN wing. Pitching oscillation p 82 N85-31030
Recent experiences of unsteady aerodynamic effects p 228 N85-19654 WIND TUNNEL WALLS Impact of future aircombat characteristics on pilot Proceedings of the AGARD Fluid Dynamics Panel Specialists Meeting on Wall interference in Wind performance and cockpit design p 229 N85-19661
Grasp of information by the pilot in future combat aircraft p 229 N85-19662 on aircraft flight dynamics at high angle of attack p 147 N86-27252 Correlation of predicted and free-flight responses near departure conditions of a high incidence research model p 147 N86-27255 |AGARD-AR-190| p 130 N83-29277 Pilot workload, performance and aircraft control Two-dimensional wind tunnel wall interference [AD-A138964] p.81 N8 Theoretical prediction of wing rocking p 147 N86-27256 utomation p.231 N85-19670
Aircrew-aircraft integration issues in future US Army elicopters p.231 N85-19672 automation p 81 N84-20499 The T2 cryogenic wind tunnel with self-adaptable at ONERA/CERT n 32 MRA. ONERA/CERT p 32 N84-23567
A review and an update of the FDP Specialists Meeting Aspects of application of ACT systems for pilot workload Illeviation p 121 N85-26734
Aspects of application of ACT systems for pilot workload Wing profile in stalled position subject to a flow of (London) on Wall Interference in Wind Tunnels alternating potential and strong vortex p 33 N84-23570
A short note on recent advances in the adaptive wall technique for 3D-model tests at the TU-Berlin p 143 N86-27229 p 125 N85-27887 WING TIP VORTICES Automation and pilot interactions in night or all-weath Citical operations page 186-26319
Some quantitative methodology for cockpit design p 89 N86-26320 Numerical solutions for three-dimensional cases. Delta tactical operations p 33 N84-23571
Disturbances from ventilated tunnel walls in aerofoil esting p 33 N84-23573 p 83 N86-15264 WING TIPS Nonadiabatic model wall effects on transonic airfoil Predicting aerodynamic characteristics of vortical flows WROUGHT ALLOYS on three-dimensional configurations using a surface-singularity panel method p.77 N84-12112. The effects of wing tip devices on the performance of Gas turbine engine design considerations as related to alloys of high critical element content performance in a cryogenic wind tunnel p 34 N84-23579
Prediction of resonance frequencies for ventilated wall and tunnels p 34 N84-23580 p 150 N84-33470 the BAe Jetstream p 80 N84-12130 wind funnels
Half-model testing in the NLFI high speed wind funnel
HST its technique and application p. 35. N84-23586.
New TPS calibration bench, and ejector tests --- wind funnel furbines and powered models p. 36. N84-23584.
Technical evaluation report on the Fluid Dynamics Panel
Symposium on Wind Tunnels and Testing Techniques (AGARD-AR-193) p. 122. N84-32402.
On the relevation of a furbilient bioinfair, layer after The effect of wing tip devices on the far-field walk X a Paris Aircraft X RAY ANALYSIS Recent Transonic Flutter Investigation for Wings and Contribution of standard X-ray to cardiovascular External Stores exploration during the clinical examination of flying personnel p.210 N84.21088
The clinical and radiological assessment of cervical injury. Annex A p.218 N85-21976 Ground flight correlation on the Alpha-Jet experimental On the relaxation of a turbulent boundary layer after aircraft with a transonic wing. A comparison of the wing pressure distribution and local wake survey from analytical. On the relaxation of a luribulent scale an encounter with a forward facing step p 53 N85-16789 Head/neck injury Post mortem procedures. Annex B wind tunnel and flight results Aeroelastic tailoring of high-aspect-ratio composite prings in the transonic regime prints N84-11119 Fundamental reflections on cryogenic testing wings in the transonic regime p 15 No4-1110
Influence of main design parameters on flutter behaviour for aircraft configurations with heavy concentrated masses p 15 N84-1102
Transonic configuration design p 21 N84-12081 X RAY IMAGERY p 133 N86-20422 The T2 cryogenic induction tunnel in Toulouse p 134 N86-20424 Contribution of standard X-ray to cardiovascular exploration during the clinical examination of flying personnel p.210 N84-21088 personnel
X RAY INSPECTION WIND TUNNELS Wind Tunnels and Testing Techniques NDE techniques for composite laminates LAGARD-CP-348 p 32 N84-23564 Predicting aerodynamic characteristics of vortical flows p 152 N84-10205 Ground/flight test techniques and correlation on three-dimensional configurations using a surface-singularity panel method p.77 N84-12112 Advanced ND techniques for composite primary p 33 N84-23574
Definition, sources and lowest possible levels of and-tunnel turbulence p 34 N84-23576
An evaluation of factors efficiency p 154 N84-10216 Recent progress of development and understanding of X-29 AIRCRAFT and tunnel turbulence p 34 N84-23576
An evaluation of factors affecting the flow quality in wind p 50 N85-16772 X-29 digital flight control system design Design of an airfoil leading edge slat using an inverse p 125 N85-27889 uniers pad N84-23577
Prediction of resonance frequencies for ventilated wall and tunnels erodynamic calculation method p 51 N85-16777
Aerodynamic issues in the design of high-lift systems or transport aircraft p 52 N85-16780 aerodynamic calculation method XV-15 AIRCRAFT of or ventilated wall p 34 N84-23580 Dynamic structural aeroelastic stability testing of the XV 15 till rotor research aircraft p.12 N83-30376 wind tunnels p 34 N84-23580
Propeller and rotor noise testing in aeroacoustic wind for transport aircraft An update of the Canada USA augmentor-wing p 52 N85-16781 innels p.35 N84-23583
Generation of two-dimensional gust fields in subsonic nnd-tunnels p.146 N86-27247 tunnels Y project Computation of unsteady transonic flows about two-dimensional and three dimensional AGARD standard The isentropic light piston annular cascade facil ity at RAF Prestoc configurations p 65 N85-25183 Recent developments and future directions in dynam stability research at NAE, Ottawa p 35 N84-235 The application of transonic unsteady methods WIND VELOCITY p 35 N84-23582 calculation of flutter airloads Worldwide experience of wind shear during 1981-1982 p 65 N85-25186 Wing buffeting active control lesting on a transport aircraft configuration in a large sonic windfunnel p 29 N84 15087 Z WIND VELOCITY MEASUREMENT lecent methods for calibrating the anemometry of copters at low speeds p 56 N85-16809 Data set 8 ZKP wing, oscillating alleron p 82 N85 31029 p 127 N85-27903 helicopters at low speeds
The use of pressure sensing taps on the aircraft wing assessor for flight control systems
p 69 N85-26660 A technique to determine lift and drag polars in flight Data set 9 LANN wing Pitching oscillation p 82 N85-31030 p 41 N84 34402 ZINC SULFIDES Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference filters p.237 N85-29765 Visual difficulties associated with future windscreen and Design considerations for application of laminar flow ontrol systems to transport aircraft p 84 N86-15270 p 225 N86-26824 HUD integration Prediction of the drag of wings at subsonic speeds by viscous/inviscid interaction techniques Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 128 N85-27909 p 84 N86-15274 Wind tunnel and flight test analysis and evaluation of the buffet phenomena for the alpha jet transonic wing nt progress of development and understanding of high lift systems p 50 N85-16772 Analysis of transonic aerodynamic characteristics for a p 145 N86-27239 supercritical airfoil oscillating in heave, pitch and with oscillating flap p 64 N85-25175 WIRELESS COMMUNICATION

Blue green propagation through clouds

Inside a speech recognition machine

WORDS (LANGUAGE)

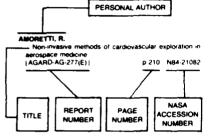
p 169 N84-24949

p 166 N83-34187

PERSONAL AUTHOR INDEX

AGARD INDEX OF PUBLICATIONS (1983-1985)

Typical Personal Author Index Listing



Listings in this index are arranged alphabetically by nersonal author. The title of the document provides a brief description of the subject matter. The report number helps to indicate the type of document cited. The page number identifies the page in the abstract section (Part 1) on which the citation appears while the NASA accession number denotes the number by which the citation is identified on the abstract page. Under each author's name, the titles are arranged in accession number order.

AARONS, J.

Equatorial transionospheric propagation conditions affecting digital communications p.173. N85-19275 F layer irregularities at plasmapause and auroral attudes p. 181 N86-27537

ABBOTT, W. Y.

copter simulation validation using flight data p. 11 N83-30372

Dynamic wind-tunnel testing of active controls by the NASA Langley Research Center p. 61 N85-22353 ABRAHAMSON, J. A.

Status of the National Space Transportation System

ABSHIRE J. B.

Remote sensing of atmospheric pressure and sea state from satellities using short-pulse multicolor laser altimeters p 206 N84 15674

I, V. westigations on four-dimensional guidance in the p.87 N83-22187 Guidance and control research flight testing with HFB 20 test aircraft p 62 N85-22355 320 test avcraft

ADEN, T. C.

hypervelocity missile Based on the concept of aircraft/missile integration for maximum firepower p.16 N84 12058

AGHINA, J. C. F.

hysiological and psychological aspects of the piloting of modern high-performance combat aircraft p 31 N84-15099

AGUAS, M. P. N.

Heat exchangers in regenerative gas t

Multipeth and Doppler observations during transatlantic digital HF propagation experiments p 174 N85-19281

The effect of space environment on the thermal on of polymer matrix composites p 135 N83-30484

AIKEN, E. W

A review of US Army aircrew-aircraft integration research programs
Aircrew-aircraft integration issues in n 57 NRS-16814 helicopters AKASOFU, S. I.

Solar-terrestrial relationships in the high letitude region p. 181 N86-27532

Progress in modelling the polar ionosphere from solar and magnetosphere parameters p. 185 N86.27556 AL-SAIDI, I. A.

Optical modulators and bistable devices using molecular p 23 NB5 29761

ALBUS, J. S.
Robotics Past present and future p 141 N86 19628

ALEMDAROGLU. H. N.

Aeroacoustic noise measurements in wind funnel

ALJABRI, A. S.

Wind tunnel investigation of the interaction of propeller slipstream with naceller wing flap combinations p. 73 - N86 11166

ALLAN. J. R.

Thermal control problems in military helicopters p. 212 N84-26286

Selection and medicar testing of Mirage 2000 pilots Report of echocardiography p 275 N86 3031p 226 N86 30314

.EN, M. M. Manufacturing developments to reduce strateg laterials usage p 150 NR4 334: materials usage ALLES W

An integrated AFCS for the PROFILE mode p 19 N84 12969

ALMOND, T.

Considerations pertinent to propagation prediction p 172 N84 249 %

ALTOBELLI, M. R.

An approach to attitude control maneuvers which helps aintain orbit inclination p 140 N84 24618

ALTSHULER, E. E.

The effect of a low-altitude nuclear burst on millimeter p 169 N84 2494

AMALBERTI, R.

Visual perception in systems management aeronautics p 214 N84 3301 Grasp of information by the pilot in future combat p 229 N85 196F2 AMBROSINI R

Transhorizon microwave propagation measurements related to surface meteorological parameters p 171 N84-24964

AMIFUX. J. C.

Multifunction spacecraft attitude estimation and navigation system p 139 N84 24611

AMITAY. N.

using finite tap adaptive equalizers p 170 N84-24955

The evolutive state. A new definition of system state to include sequencing of events AMORETTI R

AGARD-AG-277(E)

p.210 N84 21082 Contribution of cardiac mechanograms in the expert xamination of flying personnel p 210 N84-21089 examination of flying personnel ANCILLOTTI, R. The influence of sensor and thruster imperfections on

the attitude and position of a spacecraft performing a rendezvous p.139 N84-24615 ANDERS. J. B. Turbulent drag reduction research p 53 N85-16788

Attention, performance, and sustained activation military air traffic controllers p 209 N84-21076

ANDERSON, C. M. Reusable software A concept for cost reduction p 68 N85-26655

ANDERSON, D. C

Application of AFTI/F-16 task tailored control modes in nced multirole fighters o 121 N85 26735 Application of AFTI/F 16 task-tailored control modes in advanced multirole fighters DEPISON, D. J. Reinterpretation of otolith input as a primary factor is

space motion sickness p 219 N85-31812

Factors affecting the supply of strategic raw materials with particular reference to the aerospace manufacturing industry p. 149 N84-33467

ANDERSON K D

ERSON, K. D. (ropospheric propagation assessment p. 171 - N84, 24965

ANDERSON S R factors in stail, spin accidents of supersonic p.32 N84 15102 Hilot human Highter aircraft

hter aircraft
V-STOL concepts in the United States Past present
p-39 N84-25626 V-STOL maneuverability and control

p.40 N84-25632

Software fault tolerance for real time avionics systems . பண்டிக் systems p.6 - N83-22132 Software fault tolerance experiments

p 129 N86-20403 Can design faults be tolerated? p 129 N86-20404

ANDERSON, W. R.

NDERSON, W. R.,
Analysis of head motion during simulated rough water operation of a 2200 for surface effect ship p.216 N85-20656

ANDREWS G F ull coverage impingement heat transfer. The variation in pitch to diameter ratio at a constant gapp p.114 N86-29846

improvement and extension of a numerical procedure for the three dimensional unsteady transonic flo p 65 N85-25181

ANGUS, R. G. The effects of sleep loss and sustained mental work implications for command and control performance p 208 N84-21069

ANNECKE, K. H. Narrowband spread spectrum systems

ANSTEE, R.F. W.

A review of crack growth threshold and crack propagation rates at short crack lengths.

The clinical and biomedical evaluation of trauma and fatalities associated with aircrew ejection and crash

AOKL R M

JRT, M. M. Behavior of idealized discontinuities and impact damages in CERP under fatigue loading p. 154 N84-10214.

ARABADJIS, M. C.

effects on the Doppler frequency shift of

transmissions

ARBEILLE, P. Study of the gardiovascular system in microgravity lesults and perspectives p 220 N85-31816

Missions and vehicle concepts for modern, propelled ighter than air vehicles

NASA TM 87461 p 63 N85-25170

A distributed array signal processor with fault-tolerance

ARMSTRONG M H

ARNAL D.

Description and prediction two-dimensional, incompressible flow and prediction of transition in p 193 N84-33758

Application of two and three-dimensional criteria for calculating transitions and boundary layers over swept wings p 52 N85.16783

Interference rejection by auxiliary feeds in cassegrain arth terminals p.165 N83-30908

Earth terminals
ARNOLD, C. P., JR.
Defense Meteorological Satellife Program (DMSP)
p 234 N85-20766

ARORA S.C.

Pressure drop and heat transfer councillar and oblong low aspect ratio pin fins p. 111 N86-29827

ARROTT A R

hresholds for detection of linear oscillation folio prolonged weightlessness Reinterpretation of otoleth input as a primary factor in space motion suckness p 219 N85-31812

ARTS, T.	BANTA, G. R.	BAZIN, M.
External heat transfer study on a HP turbine rotor	Relationship of cardiopulmonary fitness to flight	Cryogenic wind tunnel instrumentation
blade p 111 N86-29828	performer in tactical aviation p 228 N86-30326	p 133 N86-20421
ASERE, A. A. Full coverage impingement heat transfer. The variation	BARANES, L.	BEANLAND, M. H. Development testing: Use of sea level test beds and
in pitch to diameter ratio at a constant gapp	Keeping up with operational loads in the French Air Force Defining new equipment p 47 N85-15681	rigs p 131 N84-25726
p 114 N86-29846	BARBEE, G. M.	BEARDMORE, G.
ASHWOOD, P. F.	Tactical applications of GPS user equipment	The series 2000 A miniature gas bearing DTG for low
Operation and performance measurement on engines	p 233 N85-20765	cost strapdown guidance and control p 57 N85-26648
in sea level test facilities. Introduction and general	BARBER, D.	BEATRICE, E. S.
Survey p 131 N84-25724	Fuel conservation and economy constraints	Effects of broad-banded eye protection on dark
ASQUITH, G.	p 86 N83-22179	adaptation p 224 N86-26817
An analysis of rigitest disc failures	BARBER, D. J.	Foveal flashes and human performance
p 110 N86-25381 ASTRIDGE, D. G.	Performance evaluation of full scale propellers by wind	p 224 N86-26822
Root stresses in conformal gears-strain gauge and	tunnel test p 72 N86-11160	Permanent visual change associated with punctate foveal lesions p 225 N86-26823
photoelastic investigations p 94 N85-23787	BARBONI, R.	BECK, F.
ASTROEM, K. J.	Structural damping of composite materials for space	Monalithic 6 bit subconverter for high speed, high
Modeling and simulation techniques	applications p 136 N83-30490	resolution A/D conversion systems p 189 N86-28354
p 120 N84-10096	BARCLAY, L. W.	BECKER, J.
Practical aspects of digital implementation of control	Radio regulatory aspects of frequency sharing p 160 N83-30877	Gust alleviation on a transport airplane
laws p 120 N84-10101	BARIO. F.	p 148 N86-27259
ATLAN, P.	Theory and experimental study of a 3-D jet introduced	BECKETT, P.
Hydraulic generation of auxiliary power for the Mirage	into the secondary flow of a turbine inlet guide vane	Increased aircraft survivability using direct voice input
2000 aircraft p 99 N84-12176	p 116 N86-29860	p 31 N84-15100
ATTWOOD, R. S.	BARKER, F.	BECLE, J. P. New TPS calibration bench, and ejector tests
Shroud segments for unshrouded blade turbines p.112 N86-29835	The estimation and correction of refractive bending in	p 36 N84-23594
AUDLEY, D. R.	the AR3-D tactical radar systems p 170 N84-24958	BEDDOES, T. S.
Aerothermodynamic flight envelope expansion for a	BARKER, S. J.	Unsteady aerodynamics application to helicopter noise
manned lifting reentry vehicle (space shuttle)	The military user view of software support throughout	and vibration sources p 145 N86-27241
p 9 N83-30359	the in-service life of avionic systems p.8 N83-22149	BEDER, E. C.
AUER, W.	BARLING, G. M.	Super integrated power unit for lighter aircraft
A double gimballed momentum wheel for precision 3-axis	Integration of fire control, navigation system and head up display p 18 N84-12060	p 100 N84-12183
attitude control p 138 N84-24608	up display p 18 N84-12060 BARNES, A. G.	BEEK, B.
AUFRET, R.	Simulation of aircraft behaviour on and close to the	General review of military applications of voice
The vertebral column. Selection and aptitude of combat	ground	processing p 165 N83-34180
aircraft pilots of the future p 227 N86-30322 AUMASSON, C.	[NASA-TM-87460] p 91 N85-23754	BEGHIN, C.
Optimizing the maneuvers of an observation satellite	BARON, A.	Small-scale irregularities in the high-latitude F region p 184 N86-27551
for rapid overflight of a precise point on Earth	Boundary layer segmentation on sharp highly swept	BEHM, W. R. H,
p 140 N84-24617	leading edges and its effects on secondary vortices	Built-in-test for first line testing p 48 N85-16739
AUPOIX, B.	p 80 N84-12132	BEHRENS, H.
Computing the three dimensional boundary layer in a	BARRETT, A. J.	Guides to aerospace research and development in
compressor p 102 N84-16200	The evaluation/validation process. Practical	NATO countries Bibliography
AUSTIN, J.	considerations and methodology for the evaluation of phenomenological data p 241 N84-17064	[AGARD-R-718] p 244 N84-22509
A system to measure LOS atmospheric transmittance	BARRETT, P. A.	BELIN, M.
at 19 GHz p 169 N84-24951	Software fault tolerance experiments	Wear reduction by lubricants in confined contacts
AUSTIN, R. W.	p 129 N86-20403	p 94 N85-23786
Passive remote sensing of ocean optical propagation	BART, J. J.	BELMONT, H. H.
parameters p 206 N84-15673	The use of fault tolerant and testable high performance	Digital fault-tolerant flight actuation systems
_	integrated circuits for improved military electronic system	[AFWAL-83-3041] p 130 N86-20408
В	availability p 188 N86-28347	BELROSE, J. S. Scale modelling and full scale measurement techniques
	BARTELT, H.	with narticular reference to antennae in their operational
BACHMAN, K. L.	The prospects of the digital optical computer	with particular reference to antennas in their operational environments b 166 NR4.12368
BACHMAN, K. L. Standard Attitude Heading Reference System (SAHRS)	The prospects of the digital optical computer p 238 N85-29771	environments p 166 N84-12368
Standard Attitude Heading Reference System (SAHRS) full scale development program p.55 N85-16804	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K.	environments p 166 N84-12368 BENNETT, W. S., II
Standard Attitude Heading Reference System (SAHRS) full scale development program p.55 N85-16804 BAGSHAW, M.	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance	environments p 166 N84-12368
Standard Attitude Heading Reterence System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW, M. The current status of the RAF programme of	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N84-24951	environments p 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16: An integrated system approach to combat
Standard Attitude Heading Reference System (SAHRS) full scale development program p 55 N85-16604 BAGSHAW. M. The current status of the RAF programme of densensitsation for motion sick aircrew	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N84-24951 BASS, R. M.	enwronments p 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16 An integrated system approach to combat automation p 26 N84-15063 BENNION, I. An experimental nonlinear optical waveguide device
Standard Attitude Heading Reference System (SAHRS) full scale development program p.55 N85-16804 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew p.217 N85-20658	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz BASS, R. M. Aerodynamic and structural aspects of propeller and	environments p 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16. An integrated system approach to combat automation p 26 N84-15063 BENNION, I. An experimental nonlinear optical waveguide device p 237 N85-29762
Standard Attitude Heading Reference System (SAHRS) full scale development program p 55 NB5-16804 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew p 217 NB5-20658 BAIER, A.	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 175 scale wind tunnel programme	environments p 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16 An integrated system approach to combat automation p 26 N84-15063 BENNIOM, I. An experimental nonlinear optical waveguide device p 237 N85-29762 BENOIT, A.
Standard Attitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew p 217 N85-20658 BAIER, A. Digital correlation processors for	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz BASS, R. M. Aerodynamic and structural aspects of propeller and	enwronments p 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16 An integrated system approach to combat automation p 26 N84-15063 BENNION, I. An experimental nonlinear optical waveguide device p 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost
Standard Attitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW, M. The current status of the RAF programme of densensitisation for motion sick aircrew p 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum communication-systems	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N64-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 175 scale wind tunnel programme p 73 N86-11163 BASTIDON, J.	enwronments p 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16 An integrated system approach to combat automation p 26 N84-15063 BENNIOM, I. An experimental nonlinear optical waveguide device p 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p 86 N83-22186
Standard Attitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew p 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum communication systems p 189 N86-28350	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N84-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 1/5 scale wind tunnel programme p 73 N86-11163	environments p 166 N84-12368 BENNETT, W. S., II AFTI/F-16 An integrated system approach to combat automation p 26 N84-15063 BENNION, I. An experimental nonlinear optical waveguide device p 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation A cost-efficient control procedure for the benefit of all
Standard Attitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew p 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum-communication-systems p 189 N86-28350 BAIRD, J. A.	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 1/5 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety	enwronments p 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16 An integrated system approach to combat automation p 26 N84-15063 BENNION, I. An experimental nonlinear optical waveguide device p 237 N85-2976 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p 67 N85-26651
Standard Attitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW, M. The current status of the RAF programme of densensitisation for motion sick aircrew p 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Atlantic	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N84-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 1/5 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design	environments p 166 N84-12368 BENNETT, W. S., II AFTI/F-16 An integrated system approach to combat automation p 26 N84-15063 BENNIOM, I. An experimental nonlinear optical waveguide device p 237 N85-29762 BENOIT, A. Dynamic control of inbound flight for minimum cost operation p 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p 67 N85-26651 BENSI, G.
Standard Attitude Heading Reference System (SAHRS), full scale development program p 55 N85-18604 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew p 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Atlantic campaign p 299 N84-21080	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N64-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 1/5 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320	enwronments p 166 N84-12368 BENNETT, W. S., II AFTI/F-16 An integrated system approach to combat automation p 26 N84-15063 BENNION, I. An experimental nonlinear optical waveguide device p 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p 67 N85-26651 BENSI, G. Evolution of the design techniques for helicopter main
Standard Attitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew p 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Atlantic campaign p 209 N84-21080 BAKER, K. B.	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 1/5 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR.	environments p 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16 An integrated system approach to combat automation p 26 N84-15063 BENNION, I. An experimental nonlinear optical waveguide device p 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p 67 N85-26651 BENSI, G. Evolution of the design techniques for helicopter main
Standard Attitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW, M. The current status of the RAF programme of densensitisation for motion sick aircrew p 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Atlantic campaign BAKER, K. B. High latitude spatially adaptive propagation experiment	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N64-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 1/5 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer	environments p 166 N84-12368 BENNETT, W. S., II AFTI/F-16 An integrated system approach to combat automation p 26 N84-15063 BENNION, I. An experimental nonlinear optical waveguide device p 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p 67 N85-26651 BENSI, G. Evolution of the design techniques for helicopter main transmission gearboxes p 94 N85-2-3789 BENSON, A.
Standard Altitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew p 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Allantic campaign BAKER, K. B. High latitude spatially adaptive propagation experiment p 183 N86-27544	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 175 scale wind tunnel programme BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer	environments p 166 N84-12368 BENNETT, W. S., II AFTI/F-16 An integrated system approach to combat automation p 26 N84-15063 BENNIOM, I. An experimental nonlinear optical waveguide device p 237 N85-29762 BENOIT, A. Dynamic control of inbound flight for minimum cost operation p 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p 67 N85-26651 BENSI, G. Evolution of the design techniques for helicopter main transmission gearboxes p 94 N85-2/3789 BENSON, A. The European vestibular experiments of the Spacetab-1 mission p 219 N85-31808
Standard Attitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew p 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum-communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Atlantic campaign p 209 N86-21800 BAKER, K. B. High latitude spatially adaptive propagation experiment p 183 N86-27544 Observations of very high latitude conospheric	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N84-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 1/5 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer p 138 N84-24607 BATES, G. P.	enwronments p 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16 An integrated system approach to combat automation p 26 N84-15063 BENNION, I. An experimental nonlinear optical waveguide device p 237 N85-2976. BENOIT, A. Dynamic control of inbound flights for minimum cost operation p 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p 67 N85-26518 BENSI, G. Evolution of the design techniques for helicopter main transmission gearboxes p 94 N85-2-3789 BENSON, A. The European vestibular experiments of the Spacetab-1 mission p 19 N85-31808 Some results of the European vestibular experiments
Standard Altitude Heading Reference System (SAHRS) full scale development program p 55 N85-1604 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew P 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Atlantic campaign p 189 N86-21788 BAKER, K. B. High latitude spatially adaptive propagation experiment p 183 N86-27544 Observations of very high latitude in Coordinates with the Good Bay HF radar	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N64-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 1/5 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer p 138 N84-24607 BATES, G. P. Two decades of air carner jet operation	enwronments p 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16 An integrated system approach to combat automation p 26 N84-15063 BENNIOM, I. An experimental nonlinear optical waveguide device p 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users BENSI, G. Evolution of the design techniques for helicopter main transmission gearboxes p 94 N85-2-2789 BENSON, A. The European vestibular experiments of the Spacetab-1 mission p 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p 219 N85-31808
Standard Altitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew p 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum-communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Allantic campaigin p 209 N84-21080 BAKER, K. B. High latitude spalially adaptive propagation experiment p 183 N86-27544 Observations of very high latitude irregularities with the Good Bay HIF radar p 184 N86-27553	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 1/5 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer p 138 N84-24607 BATES, G. P. Two decades of air carner jet operation p 28 N84-15080	environments p 166 N84-12368 BENNETT, W. S., II AFTI/F-16 An integrated system approach to combat automation p 26 N84-15063 BENNIOM, I. An experimental nonlinear optical waveguide device p 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p 67 N85-26651 BENSI, G. Evolution of the design techniques for helicobter main transmission gearboxes p 4 N85-24789 BENSON, A. The European vestibular experiments of the Spacetab-1 mission p 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p 219 N85-31809 Mass-discrimination during prolonged weightlessness.
Standard Attitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew p 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Atlantic campaign p 209 N86-21080 BAKER, K. B. High latitude spatially adaptive propagation experiment in M84-27544 Observations of very high latitude ionospheric irregularities with the Good Bay HF radar p 184 N86-27553 BAKOW, L.	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N64-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 175 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C. JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer p 138 N84-24607 BATES, G. P. Two decades of air carner jet operation p 28 N84-15080 BATHE, D.	enwronments p 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16 An integrated system approach to combat automation p 26 N84-15063 BENNIOM, I. An experimental nonlinear optical waveguide device p 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p 67 N85-26651 BENSI, G. Evolution of the design techniques for helicopter main transmission gearboxes p 94 N85-2-789 BENSON, A. The European vestibular experiments of the Spacetab-1 mission p 219 N85-31808 Scime results of the European vestibular experiments in the Spacetab-1 mission p 219 N85-31809 Mass-discrimination during prolonged weightlessness p 20 N85-31809
Standard Altitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew p 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum-communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Allantic campaigin p 209 N84-21080 BAKER, K. B. High latitude spalially adaptive propagation experiment p 183 N86-27544 Observations of very high latitude irregularities with the Good Bay HIF radar p 184 N86-27553	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 1/5 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer p 138 N84-24607 BATES, G. P. Two decades of air carner jet operation p 28 N84-15080	environments p 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16 An integrated system approach to combat automation p 26 N84-15063 BENNION, I. An experimental nonlinear optical waveguide device p 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p 67 N85-26651 BENSI, G. Evolution of the design techniques for helicopter main transmission gearboxes p 94 N85-20789 BENSON, A. The European vestibular experiments of the Spacetab-1 mission p 219 N85-31808 Scime results of the European vestibular experiments in the Spacelab-1 mission p 219 N85-31808 Mass-discrimination during prolonged weightlessness p 20 N85-31814
Standard Altitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircfew p 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Altantic campaign p 299 N84-21080 BAKER, K. B. High latitude spatially adaptive propagation experiment p 181 N86-27544 Observations of very high latitude inregularities with the Good Bay HF radar p 184 N86-27553 BAKOW, L. Periodic loading sequences for the systemalic marking	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N64-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 175 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer p 138 N84-24607 BATES, G. P. Two decades of air carner jet operation p 28 N84-15080 BATHE, D. Root stresses in conformal gears-strain gauge and	enwronments p 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16 An integrated system approach to combat automation p 26 N84-15063 BENNION, I. An experimental nonlinear optical waveguide device p 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users BENSI, G. Evolution of the design techniques for helicopter main transmission gearboxes p 94 N85-20789 BENSON, A. The European vestibular experiments of the Spacetab-1 mission p 219 N85-31808 Science results of the European vestibular experiments in the Spacetab-1 mission p 219 N85-31808 Mass-discrimination during prolonged weightlessness p 220 N85-31814 BERADI, L. Cnitical factors and operational research in factical fighter
Standard Altitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew p 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum-communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Allantic campaigin p 209 N84-21080 BAKER, K. B. High latitude spalially adaptive propagation experiment p 183 N86-27544 Observations of very high latitude inregularities with the Good Bay Hifi radar p 184 N86-27553 BAKOW, L. Periodic loading sequences for the systematic marking of talligue crack tracture surfaces p 200 N85-24329	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N84-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 1/5 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer p 138 N84-24607 BATES, G. P. Two decades of air carrier jet operation p 28 N84-15080 BATHE, D. Root stresses in conformal gears-strain gauge and photoelastic investigations p 94 N85-23787	environments p. 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16 An integrated system approach to combat automation p. 26 N84-15063 BENNION, I. An experimental nonlinear optical waveguide device p. 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p. 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p. 67 N85-26651 BENSI, G. Evolution of the design techniques for helicopter main transmission gearboxes p. 94 N85-2/3789 BENSON, A. The European vestibular experiments of the Spacetab-1 mission p. 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p. 219 N85-31808 Mass-discrimination during prolonged weightlessness p. 220 N85-31814 BERADI, L. Critical factors and operational research in factical fighter avionic system development p. 26 N84-15062
Standard Attitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew BAIER, A. Digital correlation processors for spread spectrum communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Atlantic campaign p 209 N84-21080 BAKER, K. B. High latitude spatially adaptive propagation experiment p 183 N86-27544 Observations of very high latitude incospheric irregularities with the Good Bay HF radar p 184 N86-27553 BAKOW, L. Periodic loading sequences for the systematic marking of latigue crack fracture surfaces p 200 N85-24329 BALENA, F. J.	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N64-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 1/5 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer p 138 N84-24607 BATES, G. P. Two decades of air carner jet operation p 28 N84-15080 BATHE, D. Root stresses in conformal gears-strain gauge and photolelastic investigations p 94 N85-23787 BATTAGLIA, M. A weapon system design approach to diagnostics p 50 N85-16752	environments p. 166 N84-12368 BENNETT, W. S., II AFTI/F-16 An integrated system approach to combat automation p. 26 N84-15063 BENNION, I. An experimental nonlinear optical waveguide device p. 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p. 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p. 67 N85-26575 BENSI, G. Evolution of the design techniques for helicopter main transmission gearboxes p. 94 N85-2-3789 BENSON, A. The European vestibular experiments of the Spacetab-1 mission p. 219 N85-31808 Science results of the European vestibular experiments in the Spacetab-1 mission p. 219 N85-31809 Mass-discrimination during prolonged weightlessness p. 220 N85-31814 BERADI, L. Critical factors and operational research in factical fighter avionic system development p. 26 N84-15062 BERAPI), L.
Standard Attitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW, M. The current status of the RAF programme of densensitisation for motion sick aircrew P 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum-communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Atlantic campaign p 209 N86-21808 BAKER, K. B. High latitude spatially adaptive propagation experiment p 183 N86-27544 Observations of very high latitude incomplete irregularities with the Good Bay HF radar p 184 N86-27553 BAKOW, L. Periodic loading sequences for the system-air marking of talique crack fracture surfaces p 200 N85-24329 BALEMA, F. J. Propeller aircraft cabin vibration and noise-excitation.	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N64-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 175 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer p 138 N84-24607 BATES, G. P. Two decades of air carner jet operation p 28 N84-15080 BATHE, D. Root stresses in conformal gears-strain gauge and photoelastic investigations p 94 N85-23787 BATTESILA, M. A weapon system design approach to diagnostics p 50 N85-16752	environments p. 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16 An integrated system approach to combat automation p. 26 N84-15063 BENNIOM, I. An experimental nonlinear optical waveguide device p. 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p. 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p. 67 N85-26651 BENSI, G. Evolution of the design techniques for helicopter main transmission gearboxies p. 94 N85-2-789 BENSON, A. The European vestibular experiments of the Spacetab-1 mission p. 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p. 219 N85-31808 Mass-discrimination during prolonged weightlessness p. 20 N85-31801 BERADI, L. Chitical factors and operational research in factical fighter avionic system development p. 26 N84-15062 BERAPDI, L. Possible impacts of VHSIC on MIL-STD-15538 data
Standard Attitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew p 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Atlantic campaign p 209 N84-21080 BAKER, K. B. High latitude spatially adaptive propagation experiment p 183 N86-27544 Observations of very high latitude inorespheric irregularities with the Good Bay HF radar p 184 N86-27553 BAKOW, L. Periodic loading sequences for the systematic marking of latitique crack fracture surfaces p 200 N85-24329 BALENA, F. J. Propeller aircraft cabin vibration and noise-excitation, sources, and paths p 75 N86-11174	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N64-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 1/5 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer p 138 N84-24607 BATES, G. P. Two decades of air carner jet operation p 28 N84-15080 BATHE, D. Root stresses in conformal gears-strain gauge and photoelastic investigations p 94 N85-23787 BATTAGLIA, M. A weapon system design approach to diagnostics p 50 N85-16752 BATTESTI, J. Effect of leap length on the quality of large capacity	environments p. 166 N84-12368 BENNETT, W. S., II AFTI/F-16 An integrated system approach to combat automation p. 26 N84-15063 BENNIOM, I. An experimental nonlinear optical waveguide device p. 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p. 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p. 67 N85-26651 BENSI, G. Evolution of the design techniques for helicopter main transmission gearboxes p. 94 N85-26869 BENSON, A. The European vestibular experiments of the Spacetab-1 mission p. 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1
Standard Attitude Heading Reference System (SAHRS) full scale development program p 5 N85-16604 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircfew p 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Atlantic campaign p 209 N86-27640 BAKER, K. B. High latitude spatially adaptive propagation experiment p 183 N86-27544 conospheric irregularities with the Good Bay HF radar p 184 N86-27553 BAKOW, L. Periodic loading sequences for the systematic marking of talique crack fracture surfaces p 200 N85-24329 BALENA, F. J. Propeller aircraft cabin vibration and noise-excitation, p 75 N86-11174	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N64-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 175 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quanitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer p 138 N84-24607 BATES, C. P. Two decades of air carrier jet operation p 28 N84-15080 BATHE, D. Root stresses in conformal gears-strain gauge and photoelastic investigations p 94 N85-23787 BATTAGLIA, M. A weapon system design approach to diagnosics p 50 N85-16752 BATTESTI, J. Effect of leap length on the quality of large capacity numerical linkages p 170 N84-24954	environments p. 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16 An integrated system approach to combat automation p. 26 N84-15063 BENNIOM, I. An experimental nonlinear optical waveguide device p. 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p. 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p. 67 N85-26651 BENSI, G. Evolution of the design techniques for helicopter main transmission gearboxes p. 94 N85-24789 BENSON, A. The European vestibular experiments of the Spacetab-1 mission p. 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p. 219 N85-31809 Mass-discrimination during prolonged weightlessness p. 220 N85-318198 BERADI, L. Critical factors and operational research in factical righter avionic system development p. 26 N84-15062 BERAPDI, L. Possible impacts of VHSIC on MIL-STD-1553B data transmission management p. 192 N86-28371 BERGENDAML, A. S.
Standard Altitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew p 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Atlantic campaign p 209 N86-28350 BAKER, K. B. High latitude spatially adaptive propagation experiment p 183 N86-27544 Observations of very high latitude incospheric irregularities with the Good Bay HF radar p 184 N86-27553 BAKOW, L. Periodic loading sequences for the systematic marking of tatigue crack tracture surfaces p 200 N85-24329 BALENA, F. J. Propelier aircraft cabin vibration and noise-excitation, sources and paths p 75 N86-11174 BALIS-CREMA, L. Structural damping of composite materials for space	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N84-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 1/5 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer p 138 N84-24607 BATES, G. P. Two decades of air carrier jet operation p 28 N84-15080 BATHE, D. Root stresses in conformal gears-strain gauge and photoelastic investigations p 94 N85-23787 BATTAGLIA, M. A weapon system design approach to diagnosics p 50 N85-16752 BATTESTI, J. Effect of leap length on the quality of large capacity numerical inflages p 170 N84-24954	environments p. 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16: An integrated system approach to combat automation p. 26 N84-15063 BENNION, I. An experimental nonlinear optical waveguide device p. 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p. 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p. 67 N85-26651 BENSI, G. Evolution of the design techniques for helicopter main transmission gearboxes p. 94 N85-24789 BENSON, A. The European vestibular experiments of the Spacetab-1 mission p. 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p. 219 N85-31808 Mass-discrimination during prolonged weightlessness p. 220 N85-31814 BERADI, L. Critical factors and operational research in factoral fighter avionic system development p. 26 N84-15062 BERAPDI, L. Possible impacts of VHSIC on MIL-STD-15538 data transmission management p. 192 N86-28371 BERGENDAML, A. S. Gallium Arsende water scale integration
Standard Attitude Heading Reference System (SAHRS) full scale development program p 55 N85-18604 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew BAIER, A. Digital correlation processors for Spread spectrum communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Atlantic campaign p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Atlantic campaign p 189 N86-27548 BAKER, K. B. High latitude spatially adaptive propagation experiment p 183 N86-27544 Observations of very high faintifulde incoopening riregularities with the Good Bay Hif radar p 184 N86-27553 BAKOW, L. Periodic loading sequences for the systematic marking of tatigue crack tracture surfaces p 200 N85-24329 BALENA, F. J. Propeller aircraft cabin vibration and noise-excitation sources, and paths p 75 N86-11174 BALIS-CREMA, L. Structural damping of composite materials for space applications p 136 N83-30490	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N64-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 1/5 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer p 138 N84-24607 BATES, G. P. Two decades of air carrier jet operation p 28 N84-15080 BATHE, D. Root stresses in conformal gears-strain gauge and photoelastic investigations p 94 N85-23787 BATTESTI, J. Effect of leap length on the quality of large capacity numerical linkages p 170 N84-24954 BATTEZATO, L. Possible technological answers to new design	environments p. 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16 An integrated system approach to combat automation p. 26 N84-15063 BENNIOM, I. An experimental nonlinear optical waveguide device p. 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p. 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users BENSI, G. Evolution of the design techniques for helicopter main transmission gearboxes p. 94 N85-2651 BENSIN, A. The European vestibular experiments of the Spacetab-1 mission p. 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p. 219 N85-31809 Mass-discrimination during prolonged weightlessness p. 220 N85-318108 BERADI, L. Critical factors and operational research in tactical fighter avionic system development p. 26 N84-15062 BERAPDI, L. Possible impacts of VHSIC on MIL-STD-1553B data transmission management p. 192 N86-28371 BERGENDAML, A. S.
Standard Attitude Heading Reference System (SAHRS) full scale development program p 55 N85-18604 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircfew p 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Atlantic campaign p 189 N86-27544 N86-27544 Observations of very high latitude spatially adaptive propagation experiment p 183 N86-27544 Observations of very high latitude incomplete with the Good Bay HF radar p 184 N86-27553 BAKOW, L. Periodic loading sequences for the systematic marking of talique crack tracture surfaces p 200 N85-24329 BALENA, F. J. Propeller aircraft cabin vibration and noise-excitation, sources, and paths STructural damping of composite materials for space applications on p 136 N83-30490 BALKE, H. Evaluation of operational loads to verify structural design p 46 N85-15677	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N64-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 175 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault folerant spaceborne computer p 138 N84-24607 BATES, G. P. I wo decades of air carrier jet operation p 28 N84-15080 BATHE, D. Root stresses in conformal gears-strain gauge and photoelastic investigations p 94 N85-23787 BATTAGLIA, M. A weapon system design approach to diagnosites p 50 N85-16752 BATTESTI, J. Effect of leap length on the quality of large capacity numerical linkages p 170 N84-24954 BATTEZZATO, L. Possible technological answers to new design requirements for power transmission systems	environments p 166 N84-12368 BENNETT, W. S., II AFTI/F-16 An integrated system approach to combat automation p 26 N84-15063 BENNION, I. An experimental nonlinear optical waveguide device p 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p 67 N85-26578 BENSI, G. Evolution of the design techniques for helicopter main transmission gearboxes p 94 N85-2-0789 BENSON, A. The European vestibular experiments of the Spacelab-1 mission p 219 N85-31808 Science results of the European vestibular experiments in the Spacelab-1 mission p 219 N85-31809 Mass-discrimination during prolonged weightlessness p 200 N85-31814 BERADI, L. Critical factors and operational research in factical fighter avionic system development p 26 N84-15062 BERABANI, L. Possible impacts of VHSIC on MILL-STD-1553B data transmission management p 192 N86-28371 BERGENDAMI, A. S. Gallium Arsende water scale integration N86-28349 BERGENDAMI, G. Monofilthic 6 bit subconverter for high speed, high
Standard Attitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew p 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum-communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Allantic campaign p 209 N84-21080 BAKER, K. B. High latitude spatially adaptive propagation experiment p 183 N86-27544 Observations of very high latitude incospheric irregularities with the Good Bay Hifi radar p 184 N86-27553 BAKOW, L. Periodic loading sequences for the systematic marking of talligue crack tracture surfaces p 200 N85-24329 BALERIA, F. J. Propeller aircraft cabin vibration and noise-excitation, sources, and paths p 75 N86-11174 BALIS-CREMA, L. Structural damping of composite materials for space applications of operational loads to verify structural	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N64-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 175 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer p 138 N84-24607 BATES, G. P. Two decades of air carner jet operation p 28 N84-15080 BATHE, D. Root stresses in conformal gears-strain gauge and photoelastic investigations p 94 N85-23787 BATTESTI, J. Effect of leap length on the quality of large capacity numerical linkages p 170 N84-24954 BATTEZZATO, L. Possible technological answers to new design requirements for power transmission systems	environments p 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16 An integrated system approach to combat automation p 26 N84-15063 BENNIOM, I. An experimental nonlinear optical waveguide device p 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p 67 N85-2651 BENSI, G. Evolution of the design techniques for helicopter main transmission gearbokes p 98 N85-2-2789 BENSON, A. The European vestibular experiments of the Spacetab-1 mission p 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p 219 N85-31808 Mass-discrimination during prolonged weightlessness p 200 N85-318143 BERADI, L. Critical factors and operational research in tactical fighter avionic system development p 26 N84-15062 BERAPDI, L. Possible impacts of VHSIC on MIL-STD-1553B data transmission management p 192 N86-28371 BERGENDAML, A. S. Gallium Arsenide water scale integration PBERGENDAML, A. S. Gallium Arsenide water scale integration
Standard Attitude Heading Reference System (SAHRS) full scale development program p 55 N85-18604 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircfew p 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Atlantic campaign p 189 N86-27544 N86-27544 Observations of very high latitude spatially adaptive propagation experiment p 183 N86-27544 Observations of very high latitude incomplete with the Good Bay HF radar p 184 N86-27553 BAKOW, L. Periodic loading sequences for the systematic marking of talique crack tracture surfaces p 200 N85-24329 BALENA, F. J. Propeller aircraft cabin vibration and noise-excitation, sources, and paths STructural damping of composite materials for space applications on p 136 N83-30490 BALKE, H. Evaluation of operational loads to verify structural design p 46 N85-15677	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N64-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 1/5 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quanitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer p 138 N84-24607 BATES, G. P. Two decades of air carrier jet operation p 28 N84-15080 BATHE, D. Root stresses in conformal gears-strain gauge and photoelastic investigations p 94 N85-23787 BATTEZIA, M. A weapon system design approach to diagnostics p 50 N85-16752 BATTESTI, J. Effect of leap length on the quality of large capacity numerical linkages p 170 N84-24954 BATTEZZATO, L. Possible technological answers to new design requirements for power transmission systems p 93 N85-23779 BATTLES, R.	environments p 166 N84-12368 BENNETT, W. S., II AFTI/F-16 An integrated system approach to combat automation p 26 N84-15063 BENNION, I. An experimental nonlinear optical waveguide device p 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p 67 N85-26578 BENSI, G. Evolution of the design techniques for helicopter main transmission gearboxes p 94 N85-2-0789 BENSON, A. The European vestibular experiments of the Spacelab-1 mission p 219 N85-31808 Science results of the European vestibular experiments in the Spacelab-1 mission p 219 N85-31809 Mass-discrimination during prolonged weightlessness p 200 N85-31814 BERADI, L. Critical factors and operational research in factical fighter avionic system development p 26 N84-15062 BERABANI, L. Possible impacts of VHSIC on MILL-STD-1553B data transmission management p 192 N86-28371 BERGENDAMI, A. S. Gallium Arsende water scale integration N86-28349 BERGENDAMI, G. Monofilthic 6 bit subconverter for high speed, high
Standard Altitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW, M. The current status of the RAF programme of densensitisation for motion sick aircfew p 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Atlantic campaign p 209 N86-28350 BAKER, K. B. High latitude spatially adaptive propagation experiment p 183 N86-27544 Observations of very high latitude incorphatic irregularities with the Good Bay HF radar p 184 N86-27553 BAKOW, L. Periodic loading sequences for the systematic marking of talgue crack fracture surfaces p 200 N85-24329 BALENA, F. J. Propeller aircraft cabin vibration and noise-excitation. Sources, and paths BALIS-CREMA, L. Structural damping of composite materials for space applications p 16 N83-30490 BALKE, H. Evaluation of operational loads to verify structural design p 46 N85-15677 BALL, C. L.	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N84-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 1/5 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer p 138 N84-24607 BATES, G. P. Two decades of air carner jet operation p 28 N84-15080 BATHE, D. Root stresses in conformal gears-strain gauge and photoelastic investigations p 94 N85-23787 BATTAGLIA, M. A weapon system design approach to diagnosiscs p 50 N85-16752 BATTESTI, J. Effect of leap length on the quality of large capacity numerical linkages p 170 N84-24954 BATTEZZATO, L. Possible technological answers to new design requirements for power transmission systems p 93 N85-23779 BATTLES, R. The helicopter transmission design process	environments p. 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16 An integrated system approach to combat automation p. 26 N84-15063 BENNION, I. An experimental nonlinear optical waveguide device p. 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p. 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p. 67 N85-26551 BENSI, G. Evolution of the design techniques for helicopter main transmission gearboxes p. 94 N85-24789 BENSON, A. The European vestibular experiments of the Spacetab-1 mission p. 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p. 219 N85-31809 Mass-discrimination during prolonged weightlessness p. 220 N85-31814 BERADI, L. Critical factors and operational research in factical fighter avionic system development p. 26 N84-15062 BERAPOI, L. Possible impacts of VHSIC on MIL-STD-15538 data transmission management p. 192 N86-28371 BERGENDAMI, A. S. Gallium Arsenide water scale integration p. 188 N86-28349 BERGMANN, Q. Monotithic 6 bit subconverter for highly speed, high resolution A/D conversion systems p. 188 N86-28354
Standard Attitude Heading Reference System (SAHRS) full scale development program p 55 N85-18604 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew BAIER, A. Digital correlation processors for spread spectrum communication systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Attantic campaign p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Attantic campaign p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Attantic campaign p 189 N86-27544 Observations of very high latitude incooperations in the South Attantic regularities with the Good Bay Hif radar p 180-27544 Observations of very high latitude irregularities with the Good Bay Hif radar p 184 N86-27553 BAKOW, L. Periodic loading sequences for the systematic marking of talique crack tracture surfaces p 200 N85-24329 BALENA, F. J. Propeller aircraft cabin vibration and noise-excitation sources, and paths p 75 N86-11174 BALIS-CREMA, L. Structural damping of composite materials for space applications BAKE, H. Evaluation of operational loads to verify structural design p 46 N85-15677 BALL, C. L. End-wall boundar, layer measurements in a two-stage	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N64-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 1/5 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer p 138 N84-24607 BATES, G. P. Two decades of air carrier jet operation p 28 N84-15080 BATHE, D. Root stresses in conformal gears-strain gauge and photoelastic investigations p 94 N85-23787 BATTESTI, J. Effect of leap length on the quality of large capacity numerical linkages p 170 N85-16752 BATTEZATO, L. Possible technological answers to new design requirements for power transmission systems p 93 N85-23779 BATTLES, R. The helicopter transmission design process	environments p 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16 An integrated system approach to combat automation p 26 N84-15063 BENNIOM, I. An experimental nonlinear optical waveguide device p 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p 67 N85-26651 BENSI, G. Evolution of the design techniques for helicopter main transmission gearboxes p 94 N85-24789 BENSON, A. The European vestibular experiments of the Spacetab-1 mission p 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p 219 N85-31808 Some results of the European vestibular experiments p 219 N85-31808 BERADI, L. Critical factors and operational research in factical fighter avionic system development p 26 N84-15062 BERAPDI, L. Possible impacts of VHSIC on MIL-STD-1553B data transmission management p 192 N86-28371 BERGENDAML, A. S. Gallium Arsenide water scale integration p 188 N86-28349 BERGMANN, Q. Monotithic 6 bit subconverter for high speed, high resolution A/D conversion systems p 189 N86-28354
Standard Attitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew P 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Atlantic campaign p 189 N86-28350 BAKER, K. B. High latitude spatially adaptive propagation experiment p 183 N86-27544 conceptions of very high latitude incomplete integularities with the Good Bay HF radar p 184 N86-27553 BAKOW, L. Periodic loading sequences for the systematic marking of taligue crack tracture surfaces p 200 N85-24329 BALENA, F. J. Propeller aircraft cabin vibration and noise-excitation sources, and paths p 200 N85-24329 BALISA-GREMA, L. Structural damping of composite materials for space applications BALIS-GREMA, L. Structural damping of composite p 136 N83-30490 BALKE, N. Evaluation of operational loads to verify structural design p 46 N85-15677 BALL, C. L. End-walt boundar, layer measurements in a two-stage fan p 103 N84-16208 BALMAIN, K. G. Performance of antennas in plasma	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N84-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 1/5 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer p 138 N84-24607 BATES, G. P. Two decades of air carrier jet operation p 28 N84-15080 BATHE, D. Root stresses in conformal gears-strain gauge and photoelastic investigations p 94 N85-23787 BATTAGLIA, M. A weapon system design approach to diagnosics p 50 N85-16752 BATTESTI, J. Effect of leap length on the quality of large capacity numerical linkages p 170 N84-24954 BATTEZZATO, L. Possible technological answers to new design requirements for power transmission systems p 93 N85-23779 BATTLES, R. The helicopter transmission design process	environments p 166 N84-12368 BENNETT, W. S., II AFTI/F-16 An integrated system approach to combat automation p 26 N84-15063 BENNIOM, I. An experimental nonlinear optical waveguide device p 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p 67 N85-26518 BENSI, G. Evolution of the design techniques for helicopter main transmission gearboxes p 94 N85-2-3789 BENSON, A. The European vestibular experiments of the Spacetab-1 mission p 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p 219 N85-31808 Mass-discrimination during prolonged weightlessness in the Spacetab-1 mission p 219 N85-31814 BERADI, L. Critical factors and operational research in factical fighter avionic system development p 26 N84-15062 BERAPON, L. Possible impacts of VHSIC on MIL-STD-15538 data transmission management p 192 N86-28371 BERGENDANL, A. Gaillium Arsenide water scale integration p 188 N86-28349 BERGMANN, Q. Monotithic 6 bit subconverter for high speed, high resolution A/D conversion systems p 189 N86-28354 BERKEY, F. T. Observations of the mid liatifude ionosphene trough from
Standard Altitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew p 217 N85-20658 BAIRR, A. Digital correlation processors for spread spectrum communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Atlantic campaign p 209 N86-28350 BAKER, K. B. High latitude spatially adaptive propagation experiment p 183 N86-27544 Observations of very high latitude incospheric irregularities with the Good Bay HF radar p 184 N86-27553 BAKOW, L. Periodic loading sequences for the systematic marking of tatigue crack tracture surfaces p 200 N85-24329 BALERA, F. J. Propelier aircraft cabin vibration and noise-excitation, sources, and paths p 175 N86-11174 BALIS-CREMA, L. Structural damping of composite materials for space applications BALKER, N. Evaluation of operational loads to verify structural design p 46 N85-15677 BALL, C. L. End-wall boundar, layer measurements in a two-stage fan. BALMAIN, K. G.	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N64-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 175 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer p 138 N84-24607 BATES, G. P. Two decades of air carner jet operation p 28 N84-15080 BATHE, D. Root stresses in conformal gears-strain gauge and photoelastic investigations p 94 N85-23787 BATTAGLIA, M. A weapon system design approach to diagnostics p 50 N85-16752 BATTESTI, J. Effect of leap length on the quality of large capacity numerical linkages p 170 N84-24954 BATTEZZATO, L. Possible technological answers to new design requirements for power transmission systems p 93 N85-23779 BATTLES, R. The helicopter transmission design process p 92 N85-23772 BAUDIN, G. Crack growth, strain and damage measurements using	environments p. 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16 An integrated system approach to combat automation p. 26 N84-15063 BENNIOM, I. An experimental nonlinear optical waveguide device p. 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p. 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p. 67 N85-26651 BENSI, G. Evolution of the design techniques for helicopter main transmission gearboxes p. 94 N85-2-788 BENSON, A. The European vestibular experiments of the Spacetab-1 mission p. 219 N85-31808 Scine results of the European vestibular experiments in the Spacetab-1 mission p. 219 N85-31809 Mass-discrimination during prolonged weightlessness p. 220 N85-31814 BERADI, L. Critical factors and operational research in tactical fighter avionic system development p. 26 N84-15062 BERAPDI, L. Possible impacts of VHSIC on MIL-STD-1553B data transmission management p. 192 N86-28371 BERGEMANN, G. Monotithic 6 bit subconverter for high speed, high resolution A/D conversion systems p. 189 N86-28354 BERKEY, F. T. Observations of the mid liatitude knoosphenic trough from Anlarctica p. 184 N86-27554
Standard Attitude Heading Reference System (SAHRS) full scale development program p 55 N85-18604 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew BAIER, A. Digital correlation processors for spread spectrum communication systems p 189 N86-28350 BAIRD, J. A. Human fators of air operations in the South Atlantic campaign p 189 N86-28350 BAIRD, J. A. Human fators of air operations in the South Atlantic campaign p 189 N86-28350 BAIRD, J. A. Human fators of air operations in the South Atlantic campaign p 189 N86-27544 Observations of very high latitude incooperation of p 183 N86-27544 Observations of very high latitude irregularities with the Good Bay Hif radar p 184 N86-27553 BAKOW, L. Periodic loading sequences for the systematic marking of talique crack tracture surfaces p 200 N85-24329 BALENA, F. J. Propeller aircraft cabin vibration and noise-excitation sources, and paths p 75 N86-11174 BALIS-CREMA, L. Structural damping of composite materials for space applications p 76 N85-15677 BALL, C. L. End-wall boundar, layer measurements in a two-stage fan p 103 N84-16208 BALMAN, K. G. Performance of antennas in plasma p 168 N84-12377	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N84-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 1/5 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer p 138 N84-24607 BATES, G. P. Two decades of air carrier jet operation p 28 N84-15080 BATHE, D. Root stresses in conformal gears-strain gauge and photoelastic investigations p 94 N85-23787 BATTAGLIA, M. A weapon system design approach to diagnosics p 50 N85-16752 BATTESTI, J. Effect of leap length on the quality of large capacity numerical linkages p 170 N84-24954 BATTEZZATO, L. Possible technological answers to new design requirements for power transmission systems p 93 N85-23779 BATTLES, R. The helicopter transmission design process	environments p 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16: An integrated system approach to combat automation p 26 N84-15063 BENNIOM, I. An experimental nonlinear optical waveguide device p 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p 67 N85-26651 BENSI, Q. Evolution of the design techniques for helicopter main transmission gearboxes p 94 N85-24786 BENSON, A. The European vestibular experiments of the Spacetab-1 mission p 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p 219 N85-31808 Mass-discrimination during prolonged weightlessness p 20 N85-31808 BERADI, L. Critical factors and operational research in tactical fighter avionic system development p 26 N84-15062 BERAPDI, L. Possible impacts of VHSIC on MIL-STD-1553B data transmission management p 192 N86-28371 BERGENDAHL, A. S. Gallium Arsenide water scale integration p 188 N86-28349 BERGENDAHL, C. Monotithic 6 bit subconverter for high speed, high resolution A/D conversion systems p 189 N86-28354 BERKEY, F. T. Observations of the mid latitude innosphenic trough from Anlarctica p 184 N86-2758
Standard Altitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircfew p 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Allantic campaign p 189 N86-27544 N86-27544 N86-27544 N86-27544 N86-27544 N86-27544 N86-27553 BAKER, K. B. High latitude spatially adaptive propagation experiment p 183 N86-27544 N86-27554 N86-27553 N86-27544 N86-27553 N86	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N64-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 175 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quanitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer p 138 N84-24607 BATES, G. P. Two decades of air carrier jet operation p 28 N84-15080 BATHE, D. Root stresses in conformal gears-strain gauge and photoelastic investigations p 94 N85-23787 BATTAGLIA, M. A weapon system design approach to diagnosics p 50 N85-16752 BATTESTI, J. Effect of leap length on the quality of large capacity numerical linkages p 170 N84-24954 BATTEZZATO, L. Possible technological answers to new design requirements for power transmission design process p 92 N85-23779 BATTLES, R. The helicopter transmission design process p 92 N85-23772 BAUDIN, G. Crack growth, strain and damage measurements using an improved potential drop technique	environments p. 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16 An integrated system approach to combat automation p. 26 N84-15063 BENNIOM, I. An experimental nonlinear optical waveguide device p. 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p. 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p. 67 N85-26551 BENSI, G. Evolution of the design techniques for helicopter main transmission gearboxes p. 94 N85-24789 BENSON, A. The European vestibular experiments of the Spacetab-1 mission p. 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p. 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p. 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p. 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p. 219 N85-31809 Mass-discrimination during prolonged weightlessness p. 220 N85-31809 BERADI, L. Critical factors and operational research in factical fighter avionic system development p. 26 N84-15062 BERAPI, E. Possible impacts of VHSIC on MIL-STD-15538 data transmission management p. 192 N86-28371 BERGENDAHL, A. Gallium Arsenide water scale integration p. 188 N86-28349 BERGMANN, Q. Monolithic 6 bit subconverter for high speed, high resolution A/D conversion systems p. 189 N86-28354 BERKEY, F. T. Observations of the mid-liatifude ionosphenic trough from Antarctica BERMAN, A. Transmission of gear noise to aircraft interiors prediction
Standard Attitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew BAIER, A. Digital correlation processors for spread spectrum communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Atlantic campaign p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Atlantic campaign p 209 N84-21080 BAIER, K. B. High latitude spatially adaptive propagation experiment p 183 N86-27544 Observations of very high latitude ionospheric irregularities with the Good Bay HF radar p 184 N86-27553 BAKOW, L. Periodic loading sequences for the systematic marking of latigue crack fracture surfaces p 200 N85-24329 BALENA, F. J. Propeller aircraft cabin vibration and noise-excitation sources, and paths p 75 N86-11174 BALIS-CREMA, L. Structural damping of composite materials for space applications p 36 N83-30490 BAILER, N. Evaluation of operational loads to verify structural design p 103 N84-16208 BALIMAIN, K. G. Performance of antennas in plasma P 168 N84-12377 BANDA, S. Design and robustness analysis of reduced order controllers for large flexible space vehicles	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N84-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 1/5 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer p 138 N84-24607 BATES, G. P. Two decades of air carner jet operation p 28 N84-15080 BATHE, D. Root stresses in conformal gears-strain gauge and photoelastic investigations p 94 N85-23787 BATTAGLIA, M. A weapon system design approach to diagnosiscs p 50 N85-16752 BATTESTI, J. Effect of leap length on the quality of large capacity numerical linkages p 170 N84-24954 BATTEEST, P. The helicopter transmission design process p 93 N85-23779 BATTLES, R. The helicopter transmission design process p 92 N85-23772 BAUDIN, G. Crack growth, strain and damage measurements using an improved potential drop technique p 109 N86-25372 BAUER, H. J. Effects of wakes on the heat transfer in gas turbine	environments p. 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16 An integrated system approach to combat automation p. 26 N84-15063 BENNIOM, I. An experimental nonlinear optical waveguide device p. 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p. 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p. 67 N85-26651 BENSI, G. Evolution of the design techniques for helicopter main transmission gearboxes p. 94 N85-26651 BENSIN, A. The European vestibular experiments of the Spacetab-1 mission p. 219 N85-31808 Scine results of the European vestibular experiments in the Spacetab-1 mission p. 219 N85-31808 Mass-discrimination during prolonged weightlessness p. 220 N85-318108 BERADI, L. Critical factors and operational research in tactical fighter avionic system development p. 26 N84-15062 BERAPDI, L. Possible impacts of VHSIC on MIL-STD-1553B data transmission management p. 192 N86-28371 BERGEMANN, G. Monotithic 6 bit subconverter for high speed, high resolution A/D conversion systems p. 189 N86-28349 BERGEY, F. T. Observations of the mid liatitude konosphenic trough from Anlarctica p. 184 N86-27584 BERMAN, A. Transmission of gear noise to aircraft interiors prediction methods BERMECKER, R. R. The DDT process for high energy propellants
Standard Attitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew BAIER, A. Digital correlation processors for spread spectrum communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Atlantic campaign p 189 N86-28350 BARCH, K. B. High latitude spatially adaptive propagation experiment p 183 N86-27544 Observations of very high latitude incospheric irregularities with the Good Bay HF radar p 184 N86-27553 BAKCW, L. Periodic loading sequences for the systematic marking of taligue crack tracture surfaces p 200 N85-24329 BALENA, F. J. Propeller aircraft cabin vibration and noise-excitation, sources, and paths p 75 N86-11174 BALIS-CREMA, L. Structural damping of composite materials for space applications p 146 N85-15677 BALLS, C. L. End-wall boundar, layer measurements in a two-stage fan p 103 N84-16208 BALMAIN, K. G. Performance of antennas in plasma p 168 N84-12377 BANDA, S. Design and robustness analysis of reduced order controllers for large flexible space vehicles	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N64-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 1/5 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer p 138 N84-24607 BATES, G. P. Two decades of air carner jet operation p 28 N84-15080 BATHE, D. Root stresses in conformal gears-strain gauge and photoelastic investigations p 50 N85-23787 BATTAGLIA, M. A weapon system design approach to diagnostics p 50 N85-16752 BATTESTI, J. Effect of leap length on the quality of large capacity numerical infrages p 170 N84-24954 BATTEZATO, L. Possible technological answers to new design requirements for power transmission systems p 93 N85-23779 BAUDIN, G. Crack growth, strain and damage measurements using an improved potential drop technique P 109 N86-25372 BAUER, H. J. Effects of wakes on the heat transfer in gas turbine cascades	environments p 166 N84-12368 BENNETT, W. S., II AFTI/F-16 An integrated system approach to combat automation p 26 N84-15063 BENNION, I. An experimental nonlinear optical waveguide device p 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users BENSI, G. Evolution of the design techniques for helicopter main transmission gearboxes p 94 N85-23789 BENSON, A. The European vestibular experiments of the Spacetab-1 mission p 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p 219 N85-31809 Mass-discrimination during prolonged weightlessness p 220 N85-31809 BERADI, L. Critical factors and operational research in tachcal fighter avionic system development p 26 N84-15062 BERABNI, L. Possible impacts of VHSIC on MIL-STD-15538 data transmission management p 192 N86-28371 BERGENDANL, A. S. Galilum Arsenide water scale integration p 188 N86-28349 BERGENDANN, Q. Monorithic 6 bit subconverter for high speed, high resolution A/D conversion systems p 189 N86-28354 BERKEY, F. T. Observations of the mid liatitude ionosphenic trough from Antarctica BERMANN, A. Transmission of gear noise to aircraft interiors prediction p 34 N85-23788
Standard Attitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW, M. The current status of the RAF programme of densensitisation for motion sick aircfew p 217 N85-20658 BAIER, A. Digital correlation processors for spread spectrum communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Atlantic campaign p 189 N86-28350 BAKER, K. B. High latitude spatially adaptive propagation experiment p 183 N86-27544 Observations of very high latitude incorphagations of very high latitude incorphagations with the Good Bay HF radar p 184 N86-27553 BAKOW, L. Periodic loading sequences for the systematic marking of latigue crack fracture surfaces p 200 N85-24329 BALENA, F. J. Propeller aircraft cabin vibration and noise-excitation. Sources, and paths p 75 N86-11174 BALIS-CREMA, L. Structural damping of composite materials for space applications p 76 N83-30490 BALIE, H. Evaluation of operational loads to verify structural design p 46 N85-15677 BALL, C. L. End-wall boundar, layer measurements in a two-stage fan p 103 N84-16208 BALIMAIN, K. G. Performance of antennas in plasma p 168 N84-12377 BANDA, S. 3. Design and robustness analysis of reduced order controllers for large flexible space vehicles p 140 N84-24623	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N84-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 1/5 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer p 138 N84-24607 BATES, G. P. Two decades of air carrier jet operation p 28 N84-15080 BATHE, D. Root stresses in conformal gears-strain gauge and photoelastic investigations p 94 N85-23787 BATTESTI, J. Effect of leap length on the quality of large capacity numerical linkages p 170 N84-24954 BATTEST, J. Possible technological answers to new design requirements for power transmission systems p 92 N85-23772 BATTLES, R. The helicopter transmission design process p 92 N85-23772 BAUDIN, G. Crack growth, strain and damage measurements using an improved potential drop technique p 109 N86-25322 BAUER, N. J. Effects of wakes on the heat transfer in gas turbine cascades	environments p 166 N84-12368 BENNETT, W. S., II AFTI/F-16 An integrated system approach to combat automation p 26 N84-15063 BENNION, I. An experimental nonlinear optical waveguide device p 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p 67 N85-2655 BENSI, G. Evolution of the design techniques for helicopter main transmission gearboxes p 94 N85-2-3789 BENSON, A. The European vestibular experiments of the Spacetab-1 mission p 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p 219 N85-31809 Mass-discrimination during prolonged weightlessness p 220 N85-31809 BERADI, L. Critical factors and operational research in factical fighter avionic system development p 26 N84-15062 BERADI, L. Possible impacts of VHSIC on MIL-STD-1553B data transmission management p 192 N86-28371 BERGENDAHL, A. S. Galilium Arsenide water scale integration p 188 N86-28349 BERGENAN, Q. Monotithic 6 bit subconverter for high speed, high resolution A/D conversion systems p 189 N86-28354 BERKEY, F. T. Observations of the mid liatitude knoosphenc trough from Antarctica BERMAN, A. Transmission of gear noise to aircraft interiors prediction methods p 94 N85-23788 BERNICKER, R. R. The DDT process for high energy propellants p 60 N85-17036
Standard Attitude Heading Reference System (SAHRS) full scale development program p 55 N85-16804 BAGSHAW. M. The current status of the RAF programme of densensitisation for motion sick aircrew BAIER, A. Digital correlation processors for spread spectrum communication-systems p 189 N86-28350 BAIRD, J. A. Human factors of air operations in the South Atlantic campaign p 189 N86-28350 BARCH, K. B. High latitude spatially adaptive propagation experiment p 183 N86-27544 Observations of very high latitude incospheric irregularities with the Good Bay HF radar p 184 N86-27553 BAKCW, L. Periodic loading sequences for the systematic marking of taligue crack tracture surfaces p 200 N85-24329 BALENA, F. J. Propeller aircraft cabin vibration and noise-excitation, sources, and paths p 75 N86-11174 BALIS-CREMA, L. Structural damping of composite materials for space applications p 146 N85-15677 BALLS, C. L. End-wall boundar, layer measurements in a two-stage fan p 103 N84-16208 BALMAIN, K. G. Performance of antennas in plasma p 168 N84-12377 BANDA, S. Design and robustness analysis of reduced order controllers for large flexible space vehicles	The prospects of the digital optical computer p 238 N85-29771 BARTON, S. K. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N64-24951 BASS, R. M. Aerodynamic and structural aspects of propeller and drive for a 1/5 scale wind tunnel programme p 73 N86-11163 BASTIDON, J. The MIRAGE 2000 Fly by wire control and safety p 30 N84-15093 BATES, C., JR. Some quantitative methodology for cockpit design p 89 N86-26320 BATES, D. R., JR. Fault tolerant spaceborne computer p 138 N84-24607 BATES, G. P. Two decades of air carner jet operation p 28 N84-15080 BATHE, D. Root stresses in conformal gears-strain gauge and photoelastic investigations p 50 N85-23787 BATTAGLIA, M. A weapon system design approach to diagnostics p 50 N85-16752 BATTESTI, J. Effect of leap length on the quality of large capacity numerical infrages p 170 N84-24954 BATTEZATO, L. Possible technological answers to new design requirements for power transmission systems p 93 N85-23779 BAUDIN, G. Crack growth, strain and damage measurements using an improved potential drop technique P 109 N86-25372 BAUER, H. J. Effects of wakes on the heat transfer in gas turbine cascades	environments p. 166 N84-12368 BENNETT, W. S., 11 AFTI/F-16: An integrated system approach to combat automation p. 26 N84-15063 BENNIOM, I. An experimental nonlinear optical waveguide device p. 237 N85-29762 BENOIT, A. Dynamic control of inbound flights for minimum cost operation p. 86 N83-22186 A cost-efficient control procedure for the benefit of all airspace users p. 67 N85-26651 BENSI, G. Evolution of the design techniques for helicopter main transmission gearboxies p. 94 N85-2-6651 BENSON, A. The European vestibular experiments of the Spacetab-1 mission p. 219 N85-31808 Some results of the European vestibular experiments in the Spacetab-1 mission p. 219 N85-31808 Mass-discrimination during prolonged weightlessness p. 20 N85-31808 BERADI, L. Critical factors and operational research in factical fighter avionic system development p. 26 N84-15062 BERAPDI, L. Possible impacts of VHSIC on MIL-STD-1553B data transmission management p. 192 N86-28371 BERGENDAHL, A. S. Gallium Arsenide water scale integration p. 188 N86-28349 BERGENDAHL, A. S. Gallium Arsenide water scale integration p. 188 N86-28354 BERGENDAHL, C. Observations of the mid latitude ionosphenic trough from Anlarctica BERMAN, A. Transmission of gear noise to aircraft interiors prediction methods p. 94 N85-23788 BERNECKER, R. R. The DDT process for high energy propellants p. 60 N85-17036

A system for measuring the characteristics of the ionospheric channel by digital transmissions nssions p 175 N85-19287

Pressure distribution on a swept wing aircraft in flight p 81 N85-10025 Full scale experiments into the use of large eddy breakup devices for drag reduction on aircraft p 53 N85-16790

Significant parameters of the behavior and of the surface damage of the lubricated Hertzian contact. An application to gears p 94 N85-23783

The European vestibular experiments of the Spacelab-1 Some results of the European vestibular experiments the Spacelab-1 mission p 219 N85-31809

BERTOLINA, E.

RERTOLONE, G.

Flight parameters recording for safety monitoring and exestinations p 29 N84-15083 Flight test techniques used for proof of structural integrity of Tornado when carrying external stores p 43 N84-34413

Design of a wind tunnel afterbody model for the development of a transonic combat aircraft p 36 N84-23591

**Numerical simulation of the shock detonation p 60 N85-17039 p 60 N85-17039

transition

BESSERUPHAGEN, K.

A comparison between predicted and measured propagation loss in the VHF/UHF range in rugged p 175 N85-19285

ic behavior of a propfan p 72 N86-11159 BETTNER, J. L. imental verification of an endwall boundary layer

p 104 N84-16211

interactive design of specifications for airborne p 123 N85-26753 set (GISFLE) interactive generation of specifications for an urd software series (GISELE) p 127 N85-27906

BEVER, G. A. The development of an airborne instrumental nputer system for flight test p 44 N84-34421

Flight research on visusl aids and navigation equipment is helicopter low-level flight at night p 58 N85-16820

BEYERS, M. E.

Recent developments and future directions in dynamic stability research at NAE, Ottawa p 35 N84-23582 BHARTIA, P. Computer graphics techniques for aircraft EMC analysis

and design BIBL, K.

Multipath and Doppler observations during transatlantic uptal HF propagation experiments p 174 N85-19281 NYENUU, Y.

The effect of recycling on cast structures and the internal character of IN100 alloy A laboratory study p 152 N84-33485

Radar and infrared remote sensing of terrain, water resources, arctic sea ice, and agriculture p 202 N84-15651

Characteristics of the Lower Atmosphere influencing Radio Wave Propagation [AGARD-CP-346] p 168 N84-24943

BILL, R. C. Multiaxial and thermomechanical fatigue considerations in damage tolerant design BILODEAU, C. p 109 N86-25375

VHF and UHF propagation in the Canadian high Arctic p 172 N84-24969

The new calibration tank for engine simulators at DFVLR loettingen p 36 N84-23593 Goettingen

Experimental study of unsteady turbulent boundary layers subject to mean pressure gradients of zero or positive p 144 N86-27234 RINGHAM J. F.

The vulnerability of cast double base rocket motors to thermomechanical attack p 59 N85-17033
BINION, T. W., JR. p 59 N85-17033

Proceedings of the AGARD Fluid Dynamics Panel Specialists Meeting on Wall Interference in Wind

Tunnels

[AGARD-AR-190]

progress in wind tunnel test techniques and in the corrections and analysis of the results p.9. N83-30358. A review and an update of the FDP Spricialists Meeting (London) on Wall Interference in Wind Tunnels

p.33. N84-23570 Tunnels [AGARD-AR-190]

BINKHORST, H.

Aerodynemic model identification from dynamic flight test data and wind funnel experiments p 11 N83 30371

INKS, T. A.

Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653

Manufacturing technology for nondestructive evaluation (NDE) system to implement Retirement For Cause (RFC) procedures for gas turbine engine components p 108 N86-25368

A mm-wave collision warning device for helicopters

BISHOP, G. J. Total electron content and L-band amplitude and phase scintillation measurements in the polar cap ionosphere p 181 N86-27535

RISHOP S. M. The effect of damage on the tensile and compressive performance of carbon fibre laminates p 154 N84-10213

BITTNER, A. C., JR. Reaction to a transformed sickness perceptual world 6 Preliminary site surveys p 216 N85-20653

BLACHERE, G. mated analysis of the aeroelastic behavior of p 16 N84-11129

Built-in test and self repair mechanisms in a digital correlator integrated circuit p 48 N85-16741

BLACKWELDER, R. Experimental study of unsteady turbulent boundary layers subject to mean pressure gradients of zero or radients of zero or p 144 N86-27234

BLACKWELL R. H. Aeroelastic considerations in the design of high speed

BLAND, S. R.

Experience with transonic unsteady aerodynamic calculations p 64 N85-25176 BLES, W.

Prediction of seasickness susceptibility

BLEUZEN, C.

Effect of tlight sequences in complex load histories on tack front marking p 200 N85-24326 crack front marking

BLIND, M. Voice technology in Navy training systems p 166 N83-34188

LOCH, S. C.
Diversity reception of COMSTAR 19/29 GHz satellite beacons in convective rain climate of Florida, 1978 - 1981 p. 163 N83-30897

BLOCK, J.

Monitoring of defect progression by acoustic emission p 153 N84-10206

BLOM: J. J. H.

LOM, J. J. M.

Design studies of thick laminar flow airfoils for low speed flight employing turbulent boundary layer suction over the rear part p 53 N85-16786

BLOOM, K. R. Effects of broad-banded eye protection on dark p 224 N86-26817 adaptation Permanent visual change associated with punctate p 225 N86-26823

BLYTHE, J. Propagation influences on Digital Transmission
Systems: Problems and Solutions
[AGARD-CP-363] p 172 N85-19269

The use of high order languages on microproci

Summary of recent NASA propeller research p 72 N86-11158

BOCCI, A. J. A review of ARA research into propeller aerodyn prediction methods BOCHARY, E. Z.

Propeller aircraft cabin vioration and noise-excitation sources, and paths BOECKING, K.

on delivery and p 25 N84-15056 The lock-on-before-launch weapon display/control consideration

BOEMM, M. D. V.
Evaluation of nose, roof, and mast mounted sensor platforms for piloting and sighting, integrated in future

FLIR, NVG and HMS/D systems for he BOEHM, M.

Maintainability: An ILS effort to manipulate LCC p 48 N85-16743 BOEHRET, H.
OLGA: An open loop gust alleviation syste

p 126 N85-27897

BOERMANS, L. M. M. Pneumatic turbulators: A device for drag reduction at avrioids numbers below 5 million p 53 N85-16791 Reynolds numbers below 5 million

BOERSEN, S. J.

Comparison of flight and wind tunnel buffeting measurements on the SAAB 105 aircraft p 10 NB3-30369

Half-model testing in the NLR high speed wind tunnel HST. Its technique and application p 35 N84-23588

p 82 N86-15259 Numerical methods

BOGGS, T. L.

Transient combustion An important consideration in deflagration-to-detonation transition p 60 N85-17037

Electronic displays Their strengths and weaknesses for advanced high performance aircraft p 230 N85-19664

BOGUE, R. K.

Identification of dynamic systems p 96 N85-25249 AGARD-AG-300-VOL-21

Optically nonlinear and bistable behaviour of direct gar semiconductors

OLGA: An open loop gust alleviation

p 122 N85-26744

BOITHIAS, L D-1 statistical model of tropospheric multipath propagation p 168 N84-24944 Two types of errors made in prediction wave attenuation by rain

Effects of a skewed inlet end wall boundary layer on the 3-D flow field in an annular turbine cascade p 102 N84-16202

Methods for developing the navigation and weapon systems of the Mirage 2000 p 27 N84-15068

BONNEAU, H. An investigation of in-flight near-field propeller noise eneration and transmission p 74 N86-11171

generation and transmission BOOKER, P. G.

Data acquisition and processing in sea-level test beds p 132 N84-25730

APU in commercial airline operation

p 98 N84-12173

BORE, C. L.

The influence of V/STOL on wing design and tailplane p 39 N84-25627 Ground based testing without wind tunnels p 40 N84-25634

Notes on special flight aspects, such as STO, ski-jump

BORLAND, C. J.

Aeroelastic tailoring of high-aspect-ratio composite p 15 N84-11119 wings in the transonic regime

Adaptation to irregularity of rest and activity
p 208 N84-21070

Workload of personnel engaged in air defence p 209 N84-21079

BORRI, M.

The role of aeroetasticity in the preliminary design of p 16 N84-11130

IRIEN, A.
Software for designing teeth for reduction gears and
anomissions p.92 N85-23773

transmissions BOSMAN, D.

Human factors aspects of displays p 96 N83-30415 Image generation on matrix displays

p 96 N83-30418

BOSTIAN, C. W. Ice depolarization on low-angle 2 GHz satellite downlinks p 169 N84-24946

BOTELLA, J. N. Synthetic real-time relief display all-weather airborne p 89 N86-26321

In-flight accuracy and coverage tests of ESM- and p 43 N84-34412 ECM-systems

BOTZLER, L. Some aspects of how to design cost-effective flight

BOUDILUES, S. Ceramic heat exchangers for gas turbines or turbojet noines p 116 N86-29858

BOUIDENE, A. Theoretical study of a dynamic simulator of selective fading for digital, wireless beam microwave links p.176 N85-19294

Studies of heat transfer on the base of turbine nozzle

p 112 N86-29834 ith and without film cooling Progress in wind tunnel test techniques and in the corrections and analysis of the results | p 9 | N83-30356

BOURBIN, Y. nutrami, T.
Integrated electrooptical components using dielectric substrates p.238 NB5-29767 BOURCIER, H. BOURCIER, H. Image dissector tube star trackers performance Advantages and drawbacks as compared to those of charge transfer device star trackers p 138 N84:24606 charge transfer device star trackers in 138 into coope BOURDILLON, A.

Spectral characteristics of high frequency waves backscattered by small scale if region irregularities e of strong sub-auroral ion flow p 184 N86-27550 BOURGEON, M. BOURGEON, M.

Dissecting composite parts: A valuable aid in concept design and nondestructive control p 153 N84-10207

BOURGINE, A.

Simulation of the acoustic environment of a launcher and of the noise-induced vibrations on its structures p 136 N83-30486 BOUSQUET, J. M. . ww. nic method used in France for advanced fast dy p.71 N86-11149 BOUTELIER, C. nal constraints in a helicopter during long duration flights under extreme climatic condition p 209 N84-21078

BOUTIN, D. elasticity and optimization at the design stage p.16 N84-11131 BOWDEN, C. M.

Stationary properties and switching characterist ispersive optical bistability in CuCl p 237 N85-2976 Cavityless optical bistability in systems of two-lev N85-29763 p 237 N85-29764 BOWLES, D. E.

environmental effects on materials p 136 N83-30485 BOWLES, W. M.

An approach to attitude control maneuvers which helps laintain orbit inclination p 140 N84-24618 BOZZO, C.

Overcoming unobservability in 3-axis stabilization of p 138 N84-24610 BOZZOLA F.

nd realisation of a 3rd level maintenance cente Study and realisation of a 3rd le-based on ATE systems utilization BRACE, G. G. W. p 47

Aims and requirements of NATO group AC/310 p 58 N85-17026

The spot operational remote sensing satellite sys p 235 N85-20776 Current status and perspectives

BRACKNELL, D. R.
DEF STAN 00-18 A family of compatible digital interface BRACON G.

Towards a veritable supervisor program for avionics oftware p 4 N83-22116
Certifying onboard software p 14 N84-24625
pproach p 141 N84-24625

The handling and performance trials needed to clear an aircraft to act as a receiver during air-to-air refuelling p 42 N84-34405

BRADLEY, P. A. Signal and noise variability in high frequency skywave idio-service planning p 161 N83-30881 radio-service planning tionospheric factors affecting the performance of HF

sky-wave sea-state radars p 203 N84-15656 lonospheric factors affecting the performance of HF sky-wave sea-state radars at high latitudes p 184 N86-27549 BRADSHAW, A.

Microprocessor implementation of fast-sampling direct igital flight-mode controllers p.1 N83-22096 Ionosphene factors affecting the performance of HF sky-wave sea-state radars p 203 NRA ****

BRANCO, C. M.

Damage 1:: p 203 N84-15656

Damage tolerance acceptance methods in structural components of a medium carbon steel and a medium strength Al-Mg alloy p 108 N86-25367

BRAND, U. results of the European vestibular expenin p 219 N85-31809 in the Spacelab-1 mission BRANDON, J. M.

Recent expenences of unsteady aerodynamic effects on aircraft flight dynamics at high angle of attack

p 147 N86-27252

The European vestibular experiments of the Spacelab-1 ission p 219 N85-31808 Some results of the European vestibular experiments the Spacelab-1 mission p 219 N85-31809 in the Spacelab-1 mission

The European vestibular experiments of the Spacelab-1
wasion p 219 N85-31808

Design considerations for application of laminar flow control systems to transport arcraft p 84 N86-15270 BRAUN, H.

Organizational structure and operation of defence and perospace information centers in the Federal Republic of p 239 N83-31532 RRAUSER, K ht deck design in the light of the operational ARAZIER, R. E. J.

Aeroelastic design of civil transports at the project p 15 N84 11120 ARFAUX A.

Voice technology in Navy training systems p 166 N83-34188

BREEMAN, J. H. REEMAN, J. H.
Determination of performance and stability characteristics from dynamic manoeuvres with a transport aircraft using parameter identification techniques p. 41 N84-34400

BREEMS, G. A. Real-time digital matched filter for radar pulse ompression p 189 N86-28353 BREITKOPF, G. E.

In-flight evalution of LCF life consumption of critical rotor components subjected to high transient thermal stress p 104 N85-15734

BREITMAIER, W. A. Visual and spectroradiometric performance criteria for Night Vision Goggles (NVG) compatible aircraft intenor lighting BRENNAN, D. H. p 222 N86-26807

Visual problems in helicopter operation p 212 N84-26283 Entry visual standards and ocular examination techniques for future lighter aircrew p 226 N86-30317 BRERETON, G. J.
Unsteady turbulent boundary-layer experiments with famility historians to historians to the control of the control Entry visual standards and ocular

rapidly changing free-stream conditions p 144 N86-27233

New system design methodologies in the design of modern imaging missile systems stimulated by the introduction of VLSI development tools p 192 N86-28367

BRIDGEWATER, A. W. A distributed array signal processor with fault-tolerance p 190 N86-28360 BRIDGMAN, J. C.

Status and prospects of computational fluid dynamics in unsteady transonic flow p 64 N85-25180 for unsteady transonic flow BRIDLE, J. S. A survey of equipment and research

p 166 N83-34185 Inside a speech recognition machine p 166 N83-34187

BRIENS, G. The influence of fabrication flows on the static and dynamic behavior of structures made of carbon-resin composites p 154 N84-10215

Vision test battery threshold and response time as predictors of air-to-air visual target acquisition in F-14 and adversary aircraft p 227 N86-30321

BRINKLEY, J. W. Personnel protection concepts for advance escape ystem design p 229 N85-19658 system design

RITT, N. 1.

Flutter and steady/unsteady aerosynemic characteristics of supercritical and conventional transport p 117 N83-22218 BROAD, C.

Uninstalled aero engine testing in operation in the Royal Air Force BROCARD, Y. Vortical flow exploration methods developed for the F1 p 37 N84-23598 wind tunnel BRODERSEN, E.

F-16 Penguin anti-ship missile integration p.18 N84-12059 BRODIE, E. E.

Mass-discrimination during prolonged weightlessness p 220 N85-31814 BROECKER, F. W.

Gudelines and criteria for the functional integration of avionic systems with crew members in command p 23 N84-15044

BROOKS, A. J. ropic light piston annular cascade facil ity at pck p.115 N86-29851 RAE Pyestock

BROWN A. Laser gyroscope random walk determination using a fast ayroscope intering technique BROWN, R. Minara p 67 N85-26647

Missale system for low attitude air defence p 142 N84-31255 BROWNE, G. T.

US Navy corrosion control mainter p 38 N84-25619 BROWNRIDGE, C.

Advanced gearbox technology in small turbo propeller ngines p.92 N85-23771 engines

BRUCE, W. E., JR.

The US National Transonic Facility, part 1
n 134

p 134 N86-20429 The US National Transonic Facility, part 2 p 134 N86-20430

BRUNET, J. Study of the transition from deflagration to detonation of previously tragmented propellants p 59 N85-17032 MER. D.

The use of pressure sensing taps on the aircraft wing as sensor for flight control systems p 69 N85-26660 BRUSCAGLIONI, P.

Friend of multiple scattering on the propagation of light in dense nonhomogeneous media p 171 N84-24959

BRUSSAT, T. R. Periodic loading sequences for the systematic marking of fatigue crack fracture surfaces p 200 N85-24329 BRUZEK, W.

The European vestibular experiments of the Sc p 219 N85-31806 Some results of the European vestibular experiments in the Spacelab-1 mission

BUCHANAN, B. L. p 219 N85-31809

The impact of VLSI on integrated circuit radiat p 188 N86-28345

Formation and detection of high latitude ionospheric pullarities p.185 N86-27558 rregularities BUCHS. W.

Candidate materials for pretensioned membranes of fibre composite materials for space application p 136 N83-30488

BUCKINGHAM, S. L.
The evaluation of ACS for helicopters
simulation studies to preliminary design
p 121
N85-26737
Conceptual

The evolution of ACS for helicopters. Conceptual The evolution of ACS for nemocratical simulation studies to preliminary design p 125 N85-27890

BUDING, H. E.

roprocessor controlled parallel model with p 178 N85-19304 BUECKER, H. Biostack experiments on STS-flights and the impact for ian in space p 221 N85-31821

Cardiovascular research in space Problems and paults p 220 N65-31617

BUERS. H Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison of the wing pressure distribution and local wake survey from analytical.

pressure distribution and local wall. p 9 N83-303e2 wind tunnel and flight results p 9 N83-303e2 Wind tunnel and flight test analysis and evaluation of the buffet phenomena for the alpha jet transonic wing p 145 N86-27239 BUFFET. P.

Sharing command languages and softy p 243 N84-21428 BUGAT, R.

Variations in states of alertness during continuous tions at the control post level p 208 N84-21068 BUGUET, A.

Variations in states of alertness during continuous perations at the control post level p 208 N84-21068 BUHRMAN, J.

Future requirements for airborne simulation in AGARD-AR-1881 p. 13 mulation p 132 N84-32401 BULL, G. C. Night vision by NVG with FLIR p 223 N86-26811

BULL, J. S.

Development and flight test of a helicopter compact.

portable, precision landing system concep p 58 N85-16821 BUNGO, M. W.

Changes in cardiovascular function. Weight ad ground-based studies p 220. No. p 220 N85-31815 BURDGES, K. P.

Transonic wing and far field test data on a high aspect ratio transport wing for three dimensional co method evaluation p 81

Transonic wing and far field test data on a moderate aspect ratio wing for three dimensional computational thod evaluation

BURFORD, M.
CADAS A computer aided design tool for avionic p 27 N84-15065

BURGSMUELLER, W. erimental investigations of transport aircraft low

speed engine interference effects correlation and flight test p 10 NB3-30364 BURKE, G. J.

Numerical modeling techniques for half-space (ground) p 167 N84-12374 BURLATON, J. P.

Continuous ECG monitoring of Mirage 2000 pilots omparison with Mirage 3 and F1 pilots) p 226 N86-30315

BURNETTE, K. T. p 96 N83-30419 ting diodes Light emittin

Some comments on the hazards associated with manoeuvring flight in severe turbulence at high speed and low attitude p 30 N84-15089

Statistics of auroral radio absorption in relation to		Problems and opportunities with three-dimensional
	Recent studies at NASA-Langley of vortical flows	
prediction models p 185 N86-27557	interacting with neighboring surfaces p 77 N84-12109	
BURNS, R. E.	CANNON, P. S.	Computational aspects of unsteady flows
The accelerated light model technique of store	Meteor scatter radio communication at high latitudes	p 144 N86-27232
separation as developed and used at British Aerospace,	p 186 N86-27564	CECCONI, J. L.
Brough p 37 N84-23597	CANTRELL, G. W.	Design and testing of a carbon-epoxy trellis structure
	Applications of digital terrain data in flight operations	for satellites p 135 N83-30483
BURRAGE, R. G.	p 89 N86-26324	CENIVAL, M.
A modular dissimilar redundant computer designed for	CAPORALONI, M.	Auxiliary power units for wide-body aircraft
high integrity control p 123 N85-26751	Transhorizon microwave propagation measurements	p 99 N84-12174
A modular dissimilar redundant computer designed for	related to surface meteorological parameters	•
high integrity control p 127 N85-27904	p 171 N84-24964	CERIOTTI, A.
BURRIN, A. H.	CARABELLI, R.	The role of aeroelasticity in the preliminary design of
Application of active noise control to model propeller		helicopter rotors p 16 N84-11130
	Autopilot performance evaluation Tornado expenence	CHABOCHE, J. L.
	and future applications p 42 N84-34407	Life prediction at high temperature under multiaxial
BURROWS, D. F.	CARATORI, J.	loading p 106 N85-15745
Hardware and architecture design of VLSI systems	Optimisation des systems of transmission numerique	CHAIX. P.
p 188 N86-28346	transauroraux en ondes decametriques optimization of H.F.	The use of a self-compensated magnetometer in an
BURROWS, L. T.	digital radio systems at high latitudes	The use of a sen-compensated magnetometer in an
Army helicopter crashworthiness p 30 N84-15090	p 183 N86-27547	economical navigation system for the helicopter
BURROWS, W. G.	CARBONE, A.	p 67 N85-26650
Distortion of a narrow radio beam in a convective	Cabin noise reduction for a new development turboprop	CHAMBERS, H. W.
medium p 172 N84-24966	commuter aircraft p 74 N86-11173	Rotorcraft icinc technology An update
BURSZTEJN, J.	CARLSON, H. C., JR.	p 29 N84-15084
influence of propagation in digital wireless beam.	Formation and detection of high latitude ionospheric	CHAN, J. Y. K.
	irregularities p 185 N86-27558	The Canadian programme of experimental measurement
	CARPER, C. H.	of sea-state characteristics by sky-wave radar
BURTON, R. A.		p 203 N84-15657
Flight testing and development of the F/A-18A digital		
flight control system p 122 N85-26743	CARR, L. W.	CHAN, Y. Y.
Flight testing and development of the F/A-18A digital	Computational aspects of unsteady flows	Two-dimensional wind tunnel wall interference
flight control system p 126 N85-27896	p 144 N86-27232	[AD-A138964] p.81 N84-20499
BUSHNELL, D. M.	Unsteady turbulent boundary layer experiments with	CHANDER, J.
Turbulent drag reduction research p 53 N85-16788	rapidly changing free-stream conditions	Benefits to industry (of coordinated defence/aerospace
Turbulent drag reduction for external flows	p 144 N86-27233	information structure) p 240 N83-31540
p 84 N86-15271	CARR, M. P.	CHAPMAN, G. T.
BUTCHER, P. S.	Pressure distributions measured on research wing M100	Nonlinear problems in flight dynamics involving
The flight test of an automatic spin prevention system	mounted on an axisymmetric body p 81 N85-10023	
p 41 N84-34398	CARRE. A.	aerodynamic bifurcations p 146 N86-27249
	Non-invasive methods of cardiovascular exploration in	CHARLTON, D. G.
BUTLER, G. F.		Bistatic radar reflectivities in the range 11-30 GHz
NASA/RAE collaboration on nonlinear control using the	aerospace médicine	p 162 N83-30891
F-8C digital fly-by-wire aircraft p.3 N83-22109	[AGARD-AG-277(E)] p 210 N84-21082	CHARPENEL, M.
BUTLER, P. B.	Main electrocardiographic abnormalities in the medical	An optical pyrometer to measure turbine blade surface
Analysis of Deflagration to Shock to Detonation	examination of flying personnel p 210 N84-21083	temperature p 115 N86-29849
Transition (DSDT) in porous energetic solid propellants	Contribution of cardiac mechanograms in the expert	CHARPIN, F.
p 59 N85-17030	examination of flying personnel p 210 N84-21089	Weather hazard simulation in the Modane
BUTLER, R. S.	CARRINGTON, P. J.	wind-tunnels
VHF and UHF propagation in the Canadian high Arctic	The management of a large real-time military avionics	
p 172 N84-24969		
	• •	CHASE, M. W.
BUTT, G. P.	CARROLL, J. E.	Sources generating and reporting numerical and factual
Heat transfer test evaluation of the shell-spar blade	Multiport optical detectors p 238 N85-29769	data p 241 N84-17062
cooling concept applied to industrial gas turbines p 113 N86-29837	CARTA, F. O.	The evaluation/validation process: Data from discipline:
	Dynamic stall of swept and unswept oscillating wings	resting on good theoretical foundations
BUTTER, D. J.	p 143 N86-27226	p 242 N84-1706
Recent progress of development and understanding of	CARTER, W. E.	CHAUVET, D.
high lift systems p 50 N85-16772	CARTER, W. E.	Producing a cryogenic gust in an Eiffel type atmosphere
BUTTER, U.	Application of active noise control to model propeller	wind tunnel with short gust p 33 N84-2356
Tornado autopilot measures to ensure survivability after	noise p.75 N86-11176	CHAVAND, F.
faulures p 30 N84 15094	CARTWRIGHT, M.	A modern with pseudo-orthoganal codes Experimental
	Avionics concept evaluation at the force level	
		results p 177 N85-1930. Error correction coding for a self-adaptive modern
Some aspects of how to design cost-effective flight	p 22 N84-15038	
Some aspects of how to design cost-effective flight control systems p 66 N85-26639	p 22 N84-15038	
Some aspects of how to design cost-effective flight control systems p 66 N85-26639 BUTTON, B. L.	p 22 N84-15038 CARVALHO, J. F.	Theoretical and experimental results
Some aspects of how to design cost-effective flight control systems p 66 N85-26639 BUTTON, B. L. Effectiveness measurements for a cooling him disrupted	p 22 N84-15038 CARVALHO, J. F. Air traffic services in Portugal p 86 N83-22182	Theoretical and experimental results p 178 N85-1930
Some aspects of how to design cost-effective flight control systems p 66 N85-26639 BUTTON, B. L. Effectiveness measurements for a cooling him disrupted by a single jet with wall plunging p 114 N86-29844	p 22 N84-15038 CARYALHO, J. F. Air traffic services in Portugal p 86 N83-22182 CARYALHO, M. G.	Theoretical and experimental results p. 178 N65-1930 CHEESEMAN, Y. I. C.
Some aspects of how to design cost-effective flight control systems p 66 N85-26639 BUTTOM, 8. L. Effectiveness measurements for a cooling him disrupted by a single jet with wall plunging p 114 N86-29844 BYRAM, T. R.	p 22 N84-15038 CARVALHO, J. F. Air traffic services in Portugal p 86 N83-22182 CARVALHO, M. G. Computation of thermal radiation for gas turbine	Theoretical and experimental results p 178 N85-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing
Some aspects of how to design cost-effective flight control systems p 66 N85-26639 BUTTON, B. L. Effectiveness measurements for a cooling him disrupted by a single jet with wall plunging p 114 N86-29844 BYRAM, T. R. Some results from a programme of research into the	p 22 N84-15038 CARYALHO, J. F. Air traffic services in Portugal p 86 N83-22182 CARYALHO, M. G.	Theoretical and experimental results p. 178 N65-1930 CHEESEMAN, Y. I. C.
Some aspects of how to design cost-effective flight control systems p6 Neb-26639 BUTTON, 8. L. Effectiveness measurements for a cooling film disrupted by a single jet with wall plunging p 114 Neb-29844 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow helds around missale shapes	p 22 N84-15038 CARYALHO, J. F. Air traffic services in Portugal p 86 N83-22182 CARYALHO, M. G. Computation of thermal radiation for gas turbine conditions p 113 N86-29841 CASEMAVE, D.	Theoretical and experimental results p 178 N85-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing
Some aspects of how to design cost-effective flight control systems p 66 N85-26639 BUTTON, B. L. Effectiveness measurements for a cooling him disrupted by a single jet with wall plunging p 114 N86-29844 BYRAM, T. R. Some results from a programme of research into the	p 22 N84-15038 CARVALHO, J. F. Air traffic services in Portugal p 86 N83-22182 CARVALHO, M. G. Computation of thermal radiation for gas turbine conditions p 113 N86-29841 CASEMAVE, D. Modelling the thermal explosion phenomenon in solid	Theoretical and experimental results p. 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing p.51 N85-1677
Some aspects of how to design cost-effective flight control systems p6 Neb-26639 BUTTON, 8. L. Effectiveness measurements for a cooling film disrupted by a single jet with wall plunging p 114 Neb-29844 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow helds around missale shapes	p 22 N84-15038 CARVALHO, J. F. Air traffic services in Portugal p 86 N83-22182 CARVALHO, M. G. Computation of thermal radiation for gas turbine conditions p 113 N86-29841 CASEMAVE, D. Modelling the thermal explosion phenomenon in solid	Theoretical and experimental results p 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing p 51 N85-1677 CHENUT-MARTIN, S. D L A O.: A support system for defining avonce
Some aspects of how to design cost-effective flight control systems p 66 N85-26639 BUTTON, 8. L. Effectiveness measurements for a cooling him disrupted by a single jet with wall plunging p 114 N86-29844 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow helds around missile shapes p 77 N84-12111	p 22 N84-15038 CARVALHO, J. F. Air traffic services in Portugal p 86 N83-22182 CARVALHO, M. G. Computation of thermal radiation for gas turbine conditions p 113 N86-29841 CASEMAVE, D. Modelling the thermal explosion phenomenon in solid propellants The case of fixed and variable	Theoretical and experimental results p 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing p 51 N85-1677 CHENUT-MARTIN, S. D L A.O.: A support system for defining avionic software p 5 N83-2211
Some aspects of how to design cost-effective flight control systems p6 Neb-26639 BUTTON, 8. L. Effectiveness measurements for a cooling film disrupted by a single jet with wall plunging p 114 Neb-29844 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow helds around missale shapes	p 22 N84-15038 CARYALHO, J. F. Air traffic services in Portugal p 86 N83-22182 CARYALHO, M. G. Computation of thermal radiation for gas turbine conditions p 113 N86-29841 CASEMAVE, D. Modelling the thermal explosion phenomenon in solid propellants The case of fixed and variable temperatures p 61 N85-17044	Theoretical and experimental results p 178 N65-1930 CMEESEMAN, Y. I. C. p 178 N65-1930 Modelling circulation control by blowing p 51 N85-1677 CHENUT-MARTIN, S. p L A O.: A support system for defining avionic software p 5 N83-2211 CMEVALERAUD, J. P.
Some aspects of how to design cost-effective flight control systems p66 N85-26639 BUTTON, 8. L. Effectiveness measurements for a cooling film disrupted by a single jet with wall plunging p114 N86-29844 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow fields around imissile shapes p77 N84-12111	p 22 N84-15038 CARVALHO, J. F. Air traffic services in Portugal p 86 N83-22182 CARVALHO, M. G. Computation of thermal radiation for gas turbine conditions p 113 N86-29841 CASEMAVE, D. Modelling the thermal explosion phenomenon in solid propellants The case of fixed and variable temperatures p 61 N85-17044 CASSI, C.	Theoretical and experimental results p. 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing p.51 N85-1677 CHENUT-MARTIN, S. D. L. A.O.: A support system for defining avionic software p.5 N83-2211 CHEVALERAUD, J. P. Visual function and the definition of thresholds for
Some aspects of how to design cost-effective flight control systems p6 N8-26639 BUTTON, 8. L. Effectiveness measurements for a cooling him disrupted by a single jet with wall plunging p 114 N86-29844 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow helds around missile shapes p 77 N84-12111 C CAIGER, 8.	p 22 N84-15038 CARVALHO, J. F. Air traffic services in Portugal p 86 N83-22182 CARVALHO, M. G. Computation of thermal radiation for gas turbine conditions p 113 N86-29841 CASENAVE, D. Modelling the thermal explosion phenomenon in solid propellants The case of fixed and variable temperatures p 61 N85-17044 CASSI, C. The influence of sensor and thruster imperfections on	Theoretical and experimental results p 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing p 51 N85-1677 CHENUT-MARTIN, S. D L A O.: A support system for defining avionic software p 5 N83-2211 CHEVALERAUD, J. P. Visual function and the definition of thresholds to exposure to laser radiation p 214 N84-3301
Some aspects of how to design cost-effective flight control systems p66 N85-26639 BUTTON, 8. L. Effectiveness measurements for a cooling film disrupted by a single jet with wall plunging p114 N86-29844 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow fields around missale shapes p77 N84-12111 C CAIGER, 8. The use of flight recorders in the investigation of aircraft	p 22 N84-15038 CARVALHO, J. F. Air traffic services in Portugal p 86 N83-22182 CARVALHO, M. G. Computation of thermal radiation for gas turbine conditions CASEMAVE, D. Modelling the thermal explosion phenomenon in solid propellants The case of fixed and variable temperatures p 61 N85-17044 CASSI, C. The influence of sensor and thruster imperfections on the attitude and position of a spacecraft performing a	Theoretical and experimental results p 178 N65-1930 CHEESEMAN, Y. I. C. Modeling circulation control by blowing p 51 N85-1677 CHENUT-MARTIN, S. D L A O : A support system for defining avionic software p 5 N83-2211 CHEVALERAUD, J. P. Visual function and the definition of thresholds (c exposure to laser radiation p 214 N84-3301 CHILDS, C. B.
Some aspects of how to design cost-effective flight control systems p66 N85-26639 8UTTON, 8. L. Effectiveness measurements for a cooling film disrupted by a single jet with wall plunging p 114 N86-29844 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow fields around missale shapes p 77 N84-12111 C CAIGER, 8. The use of flight recorders in the investigation of aircraft mishaps p 28 N84-15078	p 22 N84-15038 CARVALHO, J. F. Air traffic services in Portugal p 86 N83-22182 CARVALHO, M. G. Computation of thermal radiation for gas turbine conditions p 113 N86-29841 CASEMAVE, D. Modelling the thermal explosion phenomenon in solid propellants The case of fixed and variable temperatures p 61 N85-17044 CASSI, C. The influence of sensor and thruster imperfections on the attitude and position of a spacecraft performing a rendezvous p 139 N84-24615	Theoretical and experimental results p 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing p 51 N85-1677 CHENUT-MARTIN, S. D L A.O.: A support system for defining avionic software p 5 N83-2211 CHEVALERAUD, J. P. Visual function and the definition of thresholds (composure to laser radiation p 214 N84-3301 CHILDS, C. B. Flutter and steady/unsteady aerodynam
Some aspects of how to design cost-effective flight control systems p 66 N85-26639 BUTTON, 8. L. Effectiveness measurements for a cooling him disrupted by a single jet with wall plunging p 114 N86-29844 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow helds around missile shapes p 77 N84-12111 C CAIGER, 8. The use of flight recorders in the investigation of aircraft mishaps p 28 N84-15078 CAILLETAUD, G.	p 22 N84-15038 CARVALHO, J. F. Air traffic services in Portugal p 86 N83-22182 CARVALHO, M. G. Computation of thermal radiation for gas turbine conditions p 113 N86-29841 CASENAVE, D. Modelling the thermal explosion phenomenon in solid propellants The case of fixed and variable temperatures p 61 N85-17044 CASSI, C. The influence of sensor and thruster imperfections on the attitude and position of a spacecraft performing a rendezvous p 139 N84-24615 CASTELLAMI, A.	Theoretical and experimental results D 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing D 1 N85-1677 CHENUT-MARTIN, S. D L A O.: A support system for defining avionic software D 5 N83-2211 CHEVALERAUD, J. P. Visual function and the definition of thresholds to exposure to laser radiation D 214 N84-3301 CHILDS, C. B. Flutter and steady/unsteady serodynam characteristics of supercritical and conventional transport
Some aspects of how to design cost-effective flight control systems p66 N85-26639 8UTTON, 8. L. Effectiveness measurements for a cooling film disrupted by a single jet writh wall plunging p114 N86-29844 8YRAM, T. R. Some results from a programme of research into the structure of vortex flow fields around imissile shapes p77 N84-12111 C CAIGER, 8. The use of flight recorders in the investigation of aircraft mishaps p28 N84-15078 CAILLETAUD, G. Life prediction at high temperature under muthaxial	p 22 N84-15038 CARVALHO, J. F. Air traffic services in Portugal p 86 N83-22182 CARVALHO, M. G. Computation of thermal radiation for gas turbine conditions p 113 N86-29841 CASEMAVE, D. Modelling the termal explosion phenomenon in solid propellants. The case of fixed and vanable temperatures p 161 N85-17044 CASSH, C. The influence of sensor and thruster imperfections on the attitude and position of a spacecraft performing a rendezvous p 139 N84-24615 CASTELLAM, A. Structural damping of composite materials for space	Theoretical and experimental results p. 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing p. 51 N85-1677 CHENUT-MARTIN, S. D. A.O.: A support system for defining avoince software p. 5 N83-2211 CHEVALERAUD, J. P. Visual function and the definition of thresholds to exposure to laser radiation CHLDS, C. B. Flutter and steady/unsteady aerodynam characteristics of supercritical and conventional transpowings p. 117 N83-2221 N84-3301 CHLDS, C. B. Flutter and steady/unsteady aerodynam CHEST N84-3301 CHILDS, C. B. River N84-3301 CHILDS, C. B. R
Some aspects of how to design cost-effective flight control systems p 66 N85-26639 BUTTON, 8. L. Effectiveness measurements for a cooling film disrupted by a single jet with wall plunging p 114 N86-29844 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow helds around missile shapes p 77 N84-12111 C CAIGER, 8. The use of flight recorders in the investigation of aircraft mishaps CAILLETAUD, G. Lite prediction at high temperature under multipaxial	p 22 N84-15038 CARVALHO, J. F. Air traffic services in Portugal p 86 N83-22182 CARVALHO, M. G. Computation of thermal radiation for gas turbine conditions p 113 N86-29841 CASENAVE, D. Modelling the thermal explosion phenomenon in solid propellants The case of fixed and variable temperatures p 61 N85-17044 CASSI, C. The influence of sensor and thruster imperfections on the attitude and position of a spacecraft performing a rendezvous p 139 N84-24615 CASTELLAMI, A.	Theoretical and experimental results D 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing p 51 N85-1677 CHENUT-MARTIN, S. D L A O.: A support system for defining avionic software p 5 N83-2211 CHEVALERAUD, J. P. Visual function and the definition of thresholds to exposure to leaer radiation p 214 N84-3301 CHILDS, C. B. Flutter and steady/unsteady aerodynam characteristics of supercritical and conventional transpowings CHIMENTI, D. E.
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Some aspects of how to design cost-effective flight control systems p66 N85-26639 BUTTON, 8. L. Effectiveness measurements for a cooling him disrupted by a single jet with wall plunging p114 N86-29844 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow helds around missile shapes p77 N84-12111 CC CAIGER, 8. The use of flight recorders in the investigation of aircraft mishaps p28 N84-15078 CAILLETAUD, G. Life prediction at high temperature under multiaxial loading p166 N85-15745 Crack growth, strein and damage measurements using	p 22 N84-15038 CARVALHO, J. F. Air traffic services in Portugal p 86 N83-22182 CARVALHO, M. G. Computation of thermal radiation for gas turbine conditions p 113 N86-29841 CASEMAVE, D. Modelling the thermal explosion phenomenon in solid propellants. The case of fixed and variable temperatures p 61 N85-17044 CASSI, C. The influence of sensor and thruster imperations on the attitude and position of a spacecraft performing a rendezvous p 139 N84-24615 CASTELLAM, A. Structural damping of composite materials for space applications.	Theoretical and experimental results D 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing p 51 N85-1677 CHENUT-MARTIN, S. D L A O.: A support system for defining avionic software p 5 N83-2211 CHEVALERAUD, J. P. Visual function and the definition of thresholds to exposure to leaer radiation p 214 N84-3301 CHILDS, C. B. Flutter and steady/unsteady aerodynam characteristics of supercritical and conventional transpowings CHIMENTI, D. E.
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Some aspects of how to design cost-effective flight control systems p66 N85-26639 RUTTON, 8. L. Effectiveness measurements for a cooling him disrupted by a single jet with wall plunging p114 N86-29844 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow heids around missile shapes p77 N84-12111 CC CAIGER, 8. The use of flight recorders in the investigation of aircraft misshaps p28 N84-15078 CAILLETAUD, Q. Life prediction at high temperature under multiaxial loading p106 N85-15745 Crack growth, strain and damage measurements using an improved potential drop technique p109 N86-25372	p 22 N84-15038 CARVALHO, J. F. Air traffic services in Portugal p 86 N83-22182 CARVALHO, M. G. Computation of thermal radiation for gas turbine conditions p 113 N86-29841 CASEMAVE, D. Modelling the thermal explosion phenomenon in solid propellants The case of fixed and variable temperatures p 61 N85-17044 CASSI, C. The influence of sensor and thruster imperfections on the attitude and position of a spacecraft performing a rendezvous p 139 N84-24615 CASTELLANI, A. Structural damping of composite materials for space applications p 136 N83-30490 Some trends in airship technology developments AGARD-R-717 p 17 N84-12050 CATAMI, G.	Theoretical and experimental results p 178 N65-1930 CHEESEMAN, Y. I. C. Modeling circulation control by blowing p 51 N85-1677 CHENUT-MARTIN, 3. D L A O: A support system for defining avionic software p 5 N83-2211 CHEVALERAUD, J. P. Visual function and the definition of thresholds (c exposure to laser radiation p 214 N84-3301 CHILDS, C. B. Flutter and steady/unsteady aerodynam characteristics of supercritical and conventional transpolyings CHIMENTI, D. E. Advanced quantitative methods for nondestructive evaluation p 109 N86-2537 CHIMENTI, D. E.
Some aspects of how to design cost-effective flight control systems p 66 Ne5-26639 BUTTON, 8. L. Effectiveness measurements for a cooling film disrupted by a single jet with wall plunging p 114 N86-29844 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow fields around missale shapes p 77 N84-12111 C CAIGER, 8. The use of flight recorders in the investigation of aircraft mishaps p 28 N84-15078 CAILLETAUD, G. Life prediction at high temperature under multiaxial loading p 106 N85-15745 Crack growth, strem and damage measurements using an improved potential drop technique p 109 N86-25372 CALDARELLI, C.	p 22 N84-15038 CARVALHO, J. F. Air traffic services in Portugal p 86 N83-22182 CARVALHO, M. G. Computation of thermal radiation for gas turbine conditions p 113 N86-29841 CASEMAVE, D. Modelling the thermal explosion phenomenon in solid propellants. The case of fixed and variable temperatures p 61 N85-17044 CASSI, G. The influence of sensor and thruster imperfections on the attitude and position of a spacecraft performing a rendezvous p 139 N84-24615 CASTELLANI, A. Structural damping of composite materials for space applications p 136 N83-30490 Some trends in airship technology developments AGARD-R-717 p 17 N84-12050 CATAMI, G. Ground evaluation of helicopter air-to-air warrare	Theoretical and experimental results p 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing p 51 N85-1677 CHENUT-MARTIN, S. D L A O. A support system for defining avoing software p 5 N83-2211 CHEVALERAUD, J. P. Visual function and the definition of thresholds (cexposure to laser radiation p 214 N84-3301 CHILDS, C. B. Flutter and steady/unsteady aerodynam characteristics of supercritical and conventional transpowings p 117 N83-2221 CHIMENTI, D. E. Advanced quantitative methods for nondestructive evaluation p 19 N86-2537
Some aspects of how to design cost-effective flight control systems p66 N85-26639 BUTTON, 8. L. Effectiveness measurements for a cooling him disrupted by a single jet with wall plunging p114 N86-29844 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow helds around missile shapes p77 N84-12111 CC CAIGER, B. The use of flight recorders in the investigation of aircraft misshaps p28 N84-15078 CAILLETAUD, G. Life prediction at high temperature under multiaxial loading p106 N85-15745 Crack growth, strain and damage measurements using an improved potential drop technique p109 N86-25372 CALLDARELLI, C. Gust alleviation on a transport airplane	p 22 N84-15038 CARVALHO, J. F. Air traffic services in Portugal p 86 N83-22182 CARVALHO, M. G. Computation of thermal radiation for gas turbine conditions p 113 N86-29841 CASEMAVE, D. Modelling the thermal explosion phenomenon in solid propellants. The case of fixed and variable temperatures p 61 N85-17044 CASSI, C. The influence of sensor and thruster imperfections on the attitude and position of a spacecraft performing a rendezvous p 139 N84-24615 CASTELLAMI, A. Structural damping of composite materials for space applications p 136 N83-30490 Some trends in airship technology developments: AGARD-R-717 p 17 N84-12050 CATAMI, G. Ground evaluation of helicopter air-to-air warfare p 52 N85-22360	Theoretical and experimental results D 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing p 51 N85-1677 CHENUT-MARTIN, S. D L A O.: A support system for defining avionic software p 5 N83-2211 CHEVALERAUD, J. P. Visual function and the definition of thresholds to exposure to laser radiation p 214 N84-3301 CHILDS, C. B. Flutter and steady/unsteady serodynam characteristics of supercritical and conventional transpowings p 117 N83-2221 CHIMENTI, D. E. Advanced quantitative methods for nondestructive evaluation p 109 N86-2537 CHIN, J. X-29A digital flight control system design p 121 N85-2677
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Some aspects of how to design cost-effective flight control systems p 66 N85-26639 BUTTON, 8. L. Effectiveness measurements for a cooling him disrupted by a single jet with wall plunging p 114 N86-29844 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow helds around missile shapes p 77 N84-12111 CC CAIGER, 8. The use of flight recorders in the investigation of aircraft misshaps p 28 N84-15078 CAILLETAUD, G. Life prediction at high temperature under multiaxial loading p 106 N85-15745 Crack growth, strain and damage measurements using an improved potential drop technique p 109 N86-25372 CALDARELLI, C. Gust alleviation on a transport airplane p 148 N86-27259 CALLAS, G. P. Design, development and flight test of a demonstration	p 22 N84-15038 CARVALHO, J. F. Air traffic services in Portugal p 86 N83-22182 CARVALHO, M. G. Computation of thermal radiation for gas turbine conditions p 113 N86-29841 CASEMAVE, D. Modelling the thermal explosion phenomenon in solid propellants. The case of fixed and variable temperatures p 61 N85-17044 CASSI, C. The influence of sensor and thruster imperfections on the attitude and position of a spacecraft performing a rendezvous p 139 N84-24615 CASTELLAM, A. Structural damping of composite materials for space applications mainship technology developments [JAGARD-R-171] CATAMI, G. Ground evaluation of helicopter air-to-air warfare p 52 N85-22360 CATEL, P.	Theoretical and experimental results D 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing p 51 N85-1677 CHENUT-MARTIN, S. D L A O: A support system for defining avionic software p 5 N63-2211 CHEVALERAUD, J. P. Visual function and the definition of thresholds (c exposure to laser radiation p 214 N84-3301 CHILDS, C. B. Flutter and steady/unsteady aerodynam characteristics of supercritical and conventional transpowings p 117 N83-2221 CHIMERITI, D. E. Advanced quantitative methods for nondestructing evaluation CHIN, J. X-29A digital flight control system design p 121 N85-2673 CHIOCCHIA, G. N85-2786 CHIOCCHIA, G.
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Some aspects of how to design cost-effective flight control systems p 66 N8-26639 BUTTON, 8. L. Effectiveness measurements for a cooling him disrupted by a single jet with wall plunging p 114 N86-29844 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow fields around missale shapes p 77 N84-12111 CC CARGER, 8. The use of flight recorders in the investigation of aircraft mishaps p 28 N84-15078 CAILLETAUD, G. Life prediction at high temperature under multiaxial p 106 N85-15745 Crack growth, strein and damage measurements using an improved potential drop technique p 109 N86-25372 CALDARELLI, C. Gust alleviation on a transport airplane p 148 N86-27259 CALLAS, G. P. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15087 CALLAWAY, A. A. DEF STANIOO-18 A tamily of compatible vital interface	CARVALMO, J. F. Air traffic services in Portugal p. 86 N83-22182 CARVALMO, M. G. Computation of thermal radiation for gas turbine conditions p. 113 N86-29841 CASEMAVE, D. Modelling the thermal explosion phenomenon in solid propellants. The case of fixed and variable temperatures p. 61 N85-17044 CASSI, C. The influence of sensor and thruster imperfections on the attitude and position of a spacecraft performing a rendezvous p. 139 N84-24615 CASTELLAMI, A. Structural damping of composite materials for space applications. Some trends in airship technology developments. IAGARD-R-717 p. 17 N84-12050 CATAMI, G. Ground evaluation of helicopter air-to-air warfare p. 52 N85-22360 CATEL, P. Towards a modularity of software conceived for the requirement of the user p. 22 N84-15040 CATT, R. Maintaining consistency and accommodating network	Theoretical and experimental results p 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing p 51 N85-1677 CHENUT-MARTIN, S. D L A.O.: A support system for defining avonic software p 5 N83-2211 CHEVALERAUD, J. P. Visual function and the definition of thresholds for exposure to laser radiation p 214 N84-3301 CHILDS, C. B. Flutter and steady/unsteady aerodynam characteristics of supercritical and conventional transpowings p 117 N83-2221 CHIMENTI, D. E. Advanced quantitative methods for nondestructive evaluation p 109 N86-2537 CHIMENTI, S. E. Advanced quantitative methods for nondestructive evaluation p 109 N86-2537 CHINGCHIA, G. Exact solutions to transonic and supersonic flows p 83 N86-1526 CHISHOLM, J. P.
Some aspects of how to design cost-effective flight control systems p66 N85-26639 BUTTON, 8. L. Effectiveness measurements for a cooling him disrupted by a single jet with wall plunging p114 N86-29844 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow helds around missile shapes p77 N84-12111 CC CAIGER, 8. The use of flight recorders in the investigation of aircraft missiage p28 N84-15078 CAILLETAUD, Q. Life prediction at high temperature under multiaxial loading p106 N85-15745 Crack growth, strem and damage measurements using an improved potential drop technique p109 N86-25372 CALLAR, G. P. Design, development and flight test of a demonstration advanced avionics system p27 N84-15087	CARVALHO, J. F. Air traffic services in Portugal p. 86 N83-22182 CARVALHO, M. G. Computation of thermal radiation for gas turbine conditions p. 113 N86-29841 CASEMAVE, D. Modelling the thermal explosion phenomenon in solid propellants. The case of fixed and variable temperatures p. 61 N85-17044 CASSI, C. The influence of sensor and thruster imperfections on the attitude and position of a spacecraft performing a rendezvous p. 139 N84-24615 CASTELLAM, A. Structural damping of composite materials for space applications on the attitude and position of a spacecraft performing a rendezvous p. 136 N83-30490 Some trends in airship technology developments [JAGARD-R-171] CATAMI, G. Ground evaluation of helicopter air-to-air warfare p. 52 N85-22360 CATEL, P. Towards a modularity of software conceived for the requirement of the user p. 22 N84-15040 CATT, R. Maintaining consistency and accommodating network repair in a self-regenerative distributed database	Theoretical and experimental results D 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing p 51 N85-1677 CHENUT-MARTIN, S. D L A.O. A support system for defining avoince software p 5 N83-2211 CHEVALERAUD, J. P. Visual function and the definition of thresholds for exposure to laser radiation p 214 N84-3301 CHILDS, C. B. Flutter and steady/unsteady aerodynam characteristics of supercritical and conventional transpowings p 117 N83-221 CHIMENTI, D. E. Advanced quantitative methods for nondestructing valuation p 109 N86-2537 CHIN, J. X-29 digital flight control system design p 121 N85-2673 X-29 digital flight control system design p 125 N85-276 CHIOCCHIA, G. Exact solutions to transonic and supersonic flows p 83 N86-1526 CHISHOLM, J. P. Development and flight test of a helicopter comparison.
Some aspects of how to design cost-effective flight control systems p6 6 N8-26639 BUTTON, 8. L. Effectiveness measurements for a cooling him disrupted by a single jet with wall plunging p114 N86-29644 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow helds around missile shapes p77 N84-12111 C CAIGER, 8. The use of flight recorders in the investigation of aircraft mishaps p28 N84-15078 CAILLETAUD, G. Life prediction at high temperature under multiaxial loading p106 N85-15745 Crack growth, strein and damage measurements using an improved potential drop technique p109 N86-25372 CAILDARELLI, C. Gust alleviation on a transport airplane p148 N86-27259 CALLAS, G. P. Design, development and flight test of a demonstration advanced aviorics system p27 N84-15087 CALLAWAY, A. A. DEF STAN 00-18. A family of compatible valai interface standards p2. N84-1508	CARVALHO, J. F. Air traffic services in Portugal p. 86 N83-22182 CARVALHO, M. G. Computation of thermal radiation for gas turbine conditions p. 113 N86-29841 CASEMAVE, D. Modelling the thermal explosion phenomenon in solid propellants. The case of fixed and variable temperatures p. 1185-17044 CASSI, C. The influence of sensor and thruster imperfections on the attude and position of a spacecraft performing a rendezvous p. 139 N84-24615 CASTELLANI, A. Structural damping of composite materials for space applications p. 136 N83-30490 Some trends in airship technology developments AGARD-R-717 p. 17 N84-12050 CATAMI, G. Ground evaluation of helicopter air-to-air warfare p. 52 N85-22360 CATEL, P. Towards a modularity of software conceived for the requirement of the user p. 22 N84-15040 CATT, R. Maintaining consistency and accommodating network repair in a self-regenerative distributed database management system (a discussion of the means and	Theoretical and experimental results D 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing p 51 N85-1677 CHENUT-MARTIN, S. D L A O.: A support system for defining avionic software p 5 N83-2211 CHEVALERAUD, J. P. Visual function and the definition of thresholds (c exposure to laser radiation p 214 N84-3901 CHILDS, C. B. Flutter and steady/unsteady aerodynam characteristics of supercritical and conventional transpowings p 117 N83-2221 CHIMENTI, D. E. Advanced quantitative methods for nondestructive evaluation CHIN, J. X-29A digital flight control system design p 125 N85-2673 CHIOCCHIA, G. Exact solutions to transonic and supersonic flows CHISHOUM, J. P. Development and flight test of a helicopter comparing porable, precision landing system concept
Some aspects of how to design cost-effective flight control systems p66 N85-26639 BUTTON, 8. L. Effectiveness measurements for a cooling him disrupted by a single jet with wall plunging p114 N86-29844 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow helds around missile shapes p77 N84-12111 CC CAIGER, 8. The use of flight recorders in the investigation of aircraft mishaps p28 N84-15078 CAILLETAUD, G. Life prediction at high temperature under multiaxial loading p106 N85-15746 Crack growth, strain and damage measurements using an improved potential drop technique p109 N86-25372 CALDARELLI, C. Gust alfeniation on a transport airplane p148 N86-27259 CALLAS, G. P. Design, development and flight test of a demonstration advanced avionics system p27 N84-15087 CALLAWAY, A. A. DEF STAN 00-18 A tamily of compabble standards p2. N84-15049 CALMELLS, P.	CARVALHO, J. F. Air traffic services in Portugal p. 86 N83-22182 CARVALHO, M. G. Computation of thermal radiation for gas turbine conditions p. 113 N86-29841 CASEMAVE, D. Modelling the thermal explosion phenomenon in solid propellants. The case of fixed and variable temperatures p. 61 N85-17044 CASSI, C. The influence of sensor and thruster imperfections on the attitude and position of a spacecraft performing a rendezvous p. 139 N84-24615 CASTELLAMI, A. Structural damping of composite materials for space applications. Some trends in airship technology developments. IAGARD-R-717 p. 17 N84-12050 CATAMI, G. Ground evaluation of helicopter air-to-air warfare p. 62 N85-22360 CATEL, P. Towards a modularity of software conceived for the requirement of the user p. 22 N84-15040 CATT, R. Maintaining consistency and accommodating network repair in a self-regenerative distributed database management system (a discussion of the means and cost) p. 68 N85-26656	Theoretical and experimental results D 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing p 51 N85-1677 CHENUT-MARTIN, S. D L A.O. A support system for defining avoince software p 5 N83-2211 CHEVALERAUD, J. P. Visual function and the definition of thresholds for exposure to laser radiation p 214 N84-3301 CHILDS, C. B. Flutter and steady/unsteady aerodynam characteristics of supercritical and conventional transpowings p 117 N83-221 CHIMENTI, D. E. Advanced quantitative methods for nondestructing valuation p 109 N86-2537 CHIN, J. X-29 digital flight control system design p 121 N85-2673 X-29 digital flight control system design p 125 N85-276 CHIOCCHIA, G. Exact solutions to transonic and supersonic flows p 83 N86-1526 CHISHOLM, J. P. Development and flight test of a helicopter comparison.
Some aspects of how to design cost-effective flight control systems p6 N85-26639 BUTTON, 8. L. Effectiveness measurements for a cooling him disrupted by a single jet with wall plunging p114 N86-2984 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow helds around missile shapes p77 N84-12111 C CAIGER, 8. The use of flight recorders in the investigation of aircraft mishaps CAILLETAUD, G. Life prediction at high temperature under multiaxial loading p106 N85-15745 Crack growth, strein and damage measurements using an improved potential drop technique p109 N86-25372 CAILLETAUD, G. Gust alleviation on a transport airplane p148 N86-27259 CALLAS, G. P. Design, development and flight test of a demonstration advanced avionics system p27 N84-15049 CALLAWAY, A. A. DEF STAN 00-18 A family of compatible valai interface standards p2-N84-15049 CALMELS, P. Auxiliary power systems with gas turbines	CARVALHO, J. F. Air traffic services in Portugal p 86 N83-22182 CARVALHO, M. G. Computation of thermal radiation for gas turbine conditions p 113 N86-29841 CASEMAVE, D. Modelling the thermal explosion phenomenon in solid propellants. The case of fixed and variable temperatures p 61 N85-17044 CASSI, C. The influence of sensor and thruster imperfections on the attitude and position of a spacecraft performing a rendezvous p 139 N84-24615 CASTELLAMI, A. Structural damping of composite materials for space applications p 136 N83-30490 Some trends in airship technology developments IAGARD-R-717 CATAMI, G. Ground evaluation of helicopter air-to-air warfare p 52 N85-22360 CATEL, P. Towards a modularity of software conceived for the requirement of the user p 22 N84-15043 CATT, R. Maintaining consistency and accommodating network repair in a self-regenerative distributed database management system (a discussion of the means and cost) CAUDAL, G.	Theoretical and experimental results D 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing p 51 N85-1677 CHENUT-MARTIN, S. D L A O: A support system for defining avionic software p 5 N63-2211 CHEUS, C. B. Flutter and steady/unsteady aerodynam characteristics of supercritical and conventional transpowings p 117 N83-2221 CHILDS, C. B. Flutter and steady/unsteady aerodynam characteristics of supercritical and conventional transpowings p 117 N83-2221 CHIMERNII, D. E. Advanced quantitative methods for nondestructing advanced quantitative methods for nondestructing availation p 109 N86-2537 CHIN, J. X-29A digital flight control system design p 125 N85-2673 CHIOCCHIA, G. Exact solutions to transonic and supersonic flows p 83 N86-1526 CHISHOLM, J. P. Development and flight test of a helicopter compain portable, precision landing system concept
Some aspects of how to design cost-effective flight control systems p 66 N8-26639 RUTTON, 8. L. Effectiveness measurements for a cooling him disrupted by a single jet with wall plunging p 114 N86-29844 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow heids around missile shapes p 77 N84-12111 CC CAIGER, B. The use of flight recorders in the investigation of aircraft misshaps p 28 N84-15078 CAILLETAUD, Q. Life prediction at high temperature under mutitiaxial loading p 106 N85-15745 Crack growth, strain and damage measurements using an improved potential drop technique p 109 N86-25372 CAILLAS, G. P. Cauch alleviation on a transport airplane p 148 N86-27259 CAILLAS, G. P. Design, development and flight test of a demonstration advanced awonics system p 27 N84-15087 CAILLAWAY, A. A. DEF STAN 00-18 A tamily of compatible vital interface N84-15049 CALMELS, P. Auxiliary power systems with gas turbines p 98 N84-12170	CARVALMO, J. F. Air traffic services in Portugal p. 86 N83-22182 CARVALMO, M. G. Computation of thermal radiation for gas turbine conditions p. 113 N86-29841 CASEMAVE, D. Modelling the thermal explosion phenomenon in solid propellants. The case of fixed and variable temperatures p. 61 N85-17044 CASSI, C. The influence of sensor and thruster imperfections on the attitude and position of a spacecraft performing a rendezvous p. 139 N84-24615 CASTELLAMI, A. Structural damping of composite materials for space applications p. 136 N83-30490 Some trends in airship technology developments. JAGARD-R-717 p. 17 N84-12050 CATELLAMI, G. Ground evaluation of helicopter air-to-air warfare p. 52 N85-22360 CATEL, P. Towards a modularity of software conceived for the requirement of the user p. 22 N84-1504.) CATT, R. Mainfaining consistency and accommodating networking in a self-regenerative distributed database management system (a discussion of the means and cost) p. 68 N85-26656 CAUDAL, G. Small-scale irregularities in the high-latitude F region	Theoretical and experimental results D 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing p 51 N85-1677 CHENUT-MARTIN, S. D L A.O.: A support system for defining avonce software p 5 N83-2211 CHEVALERAUD, J. P. Visual function and the definition of thresholds for exposure to laser radiation p 214 N84-3301 CHILDS, C. B. Flutter and steady/unsteady aerodynam characteristics of supercritical and conventional transpowings p 117 N83-2221 CHIMENTI, D. E. Advanced quantitative methods for nondestructive evaluation p 109 N86-2537 CHIMENTI, D. E. Advanced quantitative methods for nondestructive evaluation p 109 N86-2537 CHIMENTI, D. E. CHOCCHIA, G. Exact solutions to transonic and supersonic flows p 83 N85-158. CHISHOLM, J. P. Development and flight test of a helicopter comparing protable, precision landing system concept p 58 N85-168. CHISUM, G. T. The application of diffraction optics techniques to last
Some aspects of how to design cost-effective flight control systems p 66 N85-26639 BUTTON, 8. L. Effectiveness measurements for a cooling find disrupted by a single jet with wall plunging p 114 N86-29648 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow helds around missile shapes p 77 N84-12111 C CAIGER, 8. The use of flight recorders in the investigation of aircraft mishaps p 28 N84-15078 CAILLETAUD, G. Life prediction at high temperature under multiaxial loading p 106 N85-15745 Crack growth, strein and damage measurements using an improved potential drop technique p 109 N86-25372 CALLARELLI, C. Gust alfeviation on a transport airplane p 148 N86-27259 CALLAS, G. P. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15049 CALLAWAY, A. A. DEF STAN 00-18. A family of compabble vital interface standards CALMELLS, P. Auxiliary power systems with gas turbines p 98 N84-12170 CALUDINON, B.	CARVALHO, J. F. Air traffic services in Portugal p 86 N83-22182 CARVALHO, M. G. Computation of thermal radiation for gas turbine conditions p 113 N86-29841 CASEMAVE, D. Modelling the thermal explosion phenomenon in solid propellants. The case of fixed and variable temperatures p 61 N85-17044 CASSI, C. The influence of sensor and thruster imperfections on the attitude and position of a spacecraft performing a rendezvous p 139 N84-24615 CASTELLAMI, A. Structural damping of composite materials for space applications p 136 N83-30490 Some trends in airship technology developments IAGARD-R-717 CATAMI, G. Ground evaluation of helicopter air-to-air warfare p 52 N85-22360 CATEL, P. Towards a modularity of software conceived for the requirement of the user p 22 N84-15043 CATT, R. Maintaining consistency and accommodating network repair in a self-regenerative distributed database management system (a discussion of the means and cost) CAUDAL, G.	Theoretical and experimental results D 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing p 51 N85-1677 CHENUT-MARTIN, S. D L A.O.: A support system for defining avionic software p 5 N83-2211 CHEVALERAUD, J. P. Visual function and the definition of thresholds (c exposure to laser radiation p 214 N84-3901 CHILDS, C. B. Flutter and steady/unsteady aerodynam characteristics of supercritical and conventional transpowings p 117 N83-2221 CHIMENTI, D. E. Advanced quantitative methods for nondestructive evaluation p 109 N86-2537 CHIMENTI, D. E. X-29A digital flight control system design p 125 N85-2678 X-29 digital flight control system design p 125 N85-2784 CHIOCCHIA, G. Exact solutions to transonic and supersonic flows CHISHOLIA, J. P. Development and flight test of a helicopter comparitable, precision landing system concept
Some aspects of how to design cost-effective flight control systems p 66 N8-26639 BUTTON, 8. L. Effectiveness measurements for a cooling him disrupted by a single jet with wall plunging p 114 N86-2964 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow helds around missile shapes p 77 N84-12111 CC CAIGER, B. The use of hight recorders in the investigation of aircraft misshaps p 28 N84-15078 CAILLETAUD, G. Life prediction at high temperature under multiavaile loading p 106 N85-15745 Crack growth, strein and damage measurements using an improved potential drop technique p 109 N86-25372 CALLABRELLI, C. Gust alleviation on a transport airplane p 148 N86-2759 CALLAS, G. P. Design, development and flight test of a demonstration advanced avonics system p 27 N84-15087 CALLAWAY, A. A. DEF STAN 00-18. A family of compabilie vital interface standards p 2. N84-15049 CALMELS, P. Auxiliary power systems with gas turbines p 98 N84-12170 CALLOWNON, B. Multifunction spacecraft attitude estimation and	CARVALHO, J. F. Air traffic services in Portugal p 86 N83-22182 CARVALHO, M. G. Computation of thermal radiation for gas turbine conditions p 113 N86-29841 CASEMAVE, D. Modelling the thermal explosion phenomenon in solid propellants. The case of fixed and variable temperatures p 61 N85-17044 CASSI, C. The influence of sensor and thruster imperfections on the attitude and position of a spacecraft performing a rendezvous p 139 N84-24615 CASTELLAM, A. Structural damping of composite materials for space applications p 136 N83-30490 Some trends in airship technology developments JAGARD-R-1717 p 17 N84-12050 CATAMI, G. Ground evaluation of helicopter air-to-air warfare p 52 N85-22360 CATEL, P. Towards a modularity of software conceived for the requirement of the user p 22 N84-1504) CATT, B. Mainfaining consistency and accommodating network repair in a self-regenerative distributed database management system (a discussion of the means and cost) CAUDAL, G. Small-scale irregularities in the high-latitude F region	Theoretical and experimental results D 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing p 51 N85-1677 CHENUT-MARTIN, S. D L A.O. A support system for defining avoince software p 5 N83-2211 CHEVALERAUD, J. P. Visual function and the definition of thresholds for exposure to laser radiation p 214 N84-3301 CHILDS, C. B. Flutter and steady/unsteady aerodynam characteristics of supercritical and conventional transpowings p 117 N83-2221 CHIMENTI, D. E. Advanced quantitative methods for nondestructing valuation p 109 N86-2537 CHIN, J. X-29 digital flight control system design p 121 N85-2673 X-29 digital flight control system design p 125 N85-2673 CHICCCHIA, G. Exact solutions to transonic and supersonic flows p 83 N86-1526 CHISHOLIM, J. P. Development and flight test of a helicopter comparing portable, precision landing system concept p 58 N85-168. CHISUR, G. T. The application of diffraction ophos techniques to lase experitorction
Some aspects of how to design cost-effective flight control systems p 66 N85-26639 BUTTON, 8. L. Effectiveness measurements for a cooling him disrupted by a single jet with wall plunging p 114 N86-29844 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow helds around missile shapes p 77 N84-12111 CC CAIGER, 8. The use of flight recorders in the investigation of aircraft misshaps p 28 N84-15078 CAILLETAUD, G. Life prediction at high temperature under multiaxial loading p 106 N85-15745 Crack growth, strain and damage measurements using an improved potential drop technique p 109 N86-25372 CALDARELLI, C. Gust alfeviation on a transport airplane p 148 N86-27259 CALLAS, G. P. Design, development and flight test of a demonistration advanced avionics system p 27 N84-15087 CALLASWAY, A. A. DEF STAN 00-18 A tamily of compabble standards p 198 N84-15049 CALMELLS, P. Auxiliary power systems with gas turbines p 98 N84-12170 CALUDINON, B. Multifunction spacecraft attitude estimation and navigation system p 139 N84-24811	CARVALHO, J. F. Air traffic services in Portugal p. 86 N83-22182 CARVALHO, M. G. Computation of thermal radiation for gas turbine conditions p. 113 N86-29841 CASEMAVE, D. Modelling the thermal explosion phenomenon in solid propellants. The case of fixed and variable temperatures p. 61 N85-17044 CASSI, C. The influence of sensor and thruster imperfections on the attude and position of a spacecraft performing a rendezvous p. 139 N84-24615 CASTELLANI, A. Structural damping of composite materials for space applications p. 136 N83-30490 Some trends in airship technology developments. IAGARD-R-717 p. 17 N84-12050 CATAMI, G. Ground evaluation of helicopter air-to-air warfare p. 62 N85-22360 CATEL, P. Towards a modularity of software conceived for the requirement of the user p. 22 N84-15040 CATT, R. Mainfaining consistency and accommodating networf repair in a self-regenerative distributed database management system (a discussion of the means and cost) p. 68 N85-26656 CAUDAL, G. Small-scale irregularities in the high-latitude F region p. 164 N86-27551	Theoretical and experimental results D 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing p 51 N85-1677 CHENUT-MARTIN, S. D L A.O.: A support system for defining avionic software p 5 N63-2211 CHEVALERAUD, J. P. Visual function and the definition of thresholds (c exposure to laser radiation p 214 N84-3901 CHILDS, C. B. Flutter and steady/unsteady aerodynam characteristics of supercritical and conventional transpowings p 117 N83-2221 CHIMENTI, D. E. Advanced quantitative methods for nondestructive evaluation CHIN, J. X-29A digital flight control system design p 125 N85-2673 CHIOCCHIA, G. Exact solutions to transonic and supersonic flows CHISHOLIM, J. P. Development and flight test of a helicopter comparing portable, precision landing system concept CHISUNA, G. T. The application of diffraction optics techniques to lase eye protection
Some aspects of how to design cost-effective flight control systems p 66 N8-26639 BUTTON, 8. L. Effectiveness measurements for a cooling him disrupted by a single jet with wall plunging p 114 N86-29644 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow helds around missile shapes p 77 N84-12111 C CAIGER, B. The use of hight recorders in the investigation of aircraft mishaps p 28 N84-15078 CAILLETAUD, G. Life prediction at high temperature under multiaxial loading p 106 N85-15745 Crack growth, strein and damage measurements using an improved potential drop technique p 109 N86-25372 CALDARELLI, C. Gust alleviation on a transport airplane p 148 N86-2759 CALLAS, G. P. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15047 CALLAWAY, A. A. DEF STAN 00-18. A family of compabble valar interface standards p 2. N84-15049 CALMELS, P. Auxiliary power systems with gas turbines p 96 N84-12170 CALLOWON, B. Multifunction spacecraft attitude estimation and navigation system CALVERT, W. J.	p 22 N84-15038 CARVALHO, J. F. Air traffic services in Portugal p 86 N83-22182 CARVALHO, M. G. Computation of thermal radiation for gas turbine conditions p 113 N86-29841 CASEMAVE, D. Modelling the thermal explosion phenomenon in solid propellants. The case of fixed and variable temperatures p 61 N85-17044 CASSI, C. The influence of sensor and thruster imperfections on the attitude and position of a spacecraft performing a rendezvous p 139 N84-24615 CASTELLAM, A. Structural damping of composite materials for space applications. Some trends in airship technology developments. JAGARD-R-7171 p 17 N84-12050 CATEL, P. Towards a modularity of software conceived for the requirement of the user p 22 N84-1504) CATT, R. Maintaining consistency and accommodating netword repair in a self-regenerative distributed database management system (a discussion of the means and cost) p 68 N85-26566 CAUDAL, G. Small-scale irregularities in the high-latitude F region p 184 N86-27551 CAVATORTA, E. Gust alleviation on a transport airplane	Theoretical and experimental results D 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing p 51 N85-1677 CHENUT-MARTIN, S. D L A.O.: A support system for defining avoince software p 5 N83-2211 CHEVALERAUD, J. P. Visual function and the definition of thresholds for exposure to laser radiation p 214 N84-3301 CHILDS, C. B. Futter and steady/unsteady aerodynam characteristics of supercritical and conventional transpowings CHILDS, C. B. Advanced quantitative methods for nondestructive valuation p 109 N86-2537 CHIMENTI, D. E. Advanced quantitative methods for nondestructive valuation p 109 N86-2537 CHIMENTI, C. E. X-29 digital flight control system design p 121 N85-2677 X-29 digital flight control system design p 125 N85-2677 CHICCCHIA, G. Exact solutions to transonic and supersonic flows p 83 N86-1520 CHISHOLM, J. P. Development and flight test of a helicopter compart portable, precision landing system concept p 50 N85-168. CHISUM, G. T. The application of diffraction optics techniques to lase eye protection p 224 N86-268 CHOLLE, P. Mag display for helicopters p 55 N85-168.
Some aspects of how to design cost-effective flight control systems p 66 N85-26639 BUTTON, 8. L. Effectiveness measurements for a cooling him disrupted by a single jet with wall plunging p 114 N86-29644 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow heids around missile shapes p 77 N84-12111 CC CAIGER, 8. The use of flight recorders in the investigation of aircraft misshaps p 28 N84-15078 CAILLETAUD, Q. Life prediction at high temperature under multiaxial loading p 106 N85-15745 Crack growth, strain and damage measurements using an improved potential drop technique p 109 N86-25372 CALLABARELLI, C. Gust alleviation on a transport airplane p 148 N86-27259 CALLAS, Q. P. Design, development and flight test of a demonstration advanced awonics system p 27 N84-15087 CALLAS, Q. P. Design, development and flight test of a demonstration advanced awonics system p 27 N84-15087 CALLABAWY, A. A. DEF STAN 00-18. A tamily of compatible standards activities and the standards power systems with gas turbines p 98 N84-12170 CALLAWING, B. Multifunction spacecraft attitude estimation and navigation system p 139 N84-24611 CALVERT, W. J. Application of an inviscid-viscous interaction method to	CARVALMO, J. F. Air traffic services in Portugal p 86 N83-22182 CARVALMO, M. G. Computation of thermal radiation for gas turbine conditions p 113 N86-29841 CASEMAVE, D. Modelling the thermal explosion phenomenon in solid propellants. The case of fixed and variable temperatures p 61 N85-17044 CASSI, C. The influence of sensor and thruster imperfections on the attitude and position of a spacecraft performing a rendezvous p 139 N84-24615 CASTELLAMI, A. Structural damping of composite materials for space applications p 136 N83-30490 Some trends in airship technology developments IAGARD-R-1717 P 17 N84-12050 CATEL, P. Towards a modularity of software conceived for the requirement of the user p 22 N84-15040 CATEL, P. Maintaining consistency and accommodating network repair in a self-regenerative distributed database management system (a discussion of the means and cost) CAUDAL, Q. Small-scale irregularities in the high-latitude F region p 148 N86-27551 CAVATORTA, E. Guist alkevation on a transport airplane	Theoretical and experimental results D 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing p 51 N85-1677 CHENUT-MARTIN, S. D L A O: A support system for defining avionic software p 5 N63-2211 CHEUS, C. B. Flutter and steady/unsteady aerodynam characteristics of supercritical and conventional transpowings p 117 N83-2221 CHIMENTI, D. E. Advanced quantitative methods for nondestructing and conventional transpowings CHIMENTI, D. E. Advanced quantitative methods for nondestructing and conventional transpowings CHIMENTI, D. E. Advanced quantitative methods for nondestructing and conventional transpowings CHIMENTI, D. E. Advanced quantitative methods for nondestructing and conventional transpowings CHIMENTI, D. E. Advanced quantitative methods for nondestructing and conventional transportation of the control system design p 121 N85-2537 CHINOCCHIA, G. Exact solutions to transonic and supersonic flows p 33 N86-1526 CHISHOLM, J. P. Development and flight test of a helicopter compain portable, precision landing system concept portable, precision landing system concept CHISUM, G. T. The application of diffraction optics techniques to last eye protection p 224 N86-268 CHOCLE, P. Mag display for helicopters CHOPLIM, J.
Some aspects of how to design cost-effective flight control systems p 66 N85-26639 BUTTON, 8. L. Effectiveness measurements for a cooling find disrupted by a single jet with wall plunging p 114 N86-29648 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow helds around missile shapes p 77 N84-12111 C CAIGER, 8. The use of flight recorders in the investigation of aircraft mishaps p 28 N84-15078 CAILLETAUD, G. Life prediction at high temperature under multiaxial loading p 106 N85-15745 Crack growth, strein and damage measurements using an improved potential drop technique p 109 N86-25372 CALDARELLI, C. Gust alfeviation on a transport airplane p 148 N86-27259 CALLAS, G. P. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15049 CALLAWAY, A. A. DEF STAN 00-18. A family of compabble vital interface standards CALMELS, P. Auxidiary power systems with gas turbines p 98 N84-12170 CALUNIONO, S. Multifunction spacecraft attitude estimation and nevigation system p 139 N84-2611 CALVERT, W. J. Application of an inviscid-viscous interaction method to transport compressor cascades p 100 N84-16100	CARVALHO, J. F. Air traffic services in Portugal p. 86 N83-22182 CARVALHO, M. G. Computation of thermal radiation for gas turbine conditions p. 113 N86-29841 CASEMAVE, D. Modelling the thermal explosion phenomenon in solid propellants. The case of fixed and vanable temperatures p. 61 N85-17044 CASSI, C. The influence of sensor and thruster imperfections on the attude and position of a spacecraft performing a rendezvous p. 139 N84-24615 CASTELLANI, A. Structural damping of composite materials for space applications p. 136 N83-30490 Some trends in airship technology developments. JAGARD-R-717 p. 17 N84-12050 CATEL, P. Towards a modularity of software conceived for the requirement of the user p. 22 N84-1504) CATT, R. Maintaining consistency and accommodating networf repair in a self-regenerative distributed database management system (a discussion of the means and cost) CAUDAL, G. Smalt-scale irregularities in the high-latitude F region p. 184 N88-27551 CAVATORTA, E. Gust alleviation on a transport airplane p. 148 N88-27559 CAZIER, F. W., JR.	Theoretical and experimental results D 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing p 51 N85-1677 CHENUT-MARTIN, S. D L A.O.: A support system for defining avonce software p 5 N83-2211 CHEVALERAUD, J. P. Visual function and the definition of thresholds for exposure to laser radiation p 214 N84-3301 CHILDS, C. B. Flutter and steady/unsteady aerodynam characteristics of supercritical and conventional transpowings p 117 N83-2221 CHIMENTI, D. E. Advanced quantitative methods for nondestructive evaluation p 109 N86-2537 CHIMENTI, D. E. Advanced quantitative methods for nondestructive evaluation p 109 N86-2537 CHIMENTI, D. E. CHOCCHIA, G. Exact solutions to transonic and supersonic flows p 83 N85-158. CHISHOLM, J. P. Development and flight test of a helicopter comparing portable, precision landing system concept p 58 N85-168. CHISUNA, G. T. The application of diffraction optics techniques to lase eye protection CHOCLE, P. Map display for helicopters p 55 N85-168. CHOPLIN, J. Interactive design of apecifications for airborne software.
Some aspects of how to design cost-effective flight control systems p 66 N85-26639 BUTTON, 8. L. Effectiveness measurements for a cooling him disrupted by a single jet with wall plunging p 114 N86-29644 BYRAM, T. R. Some results from a programme of research into the structure of vortex flow heids around missile shapes p 77 N84-12111 CC CAIGER, 8. The use of flight recorders in the investigation of aircraft misshaps p 28 N84-15078 CAILLETAUD, Q. Life prediction at high temperature under multiaxial loading p 106 N85-15745 Crack growth, strain and damage measurements using an improved potential drop technique p 109 N86-25372 CALLABARELLI, C. Gust alleviation on a transport airplane p 148 N86-27259 CALLAS, Q. P. Design, development and flight test of a demonstration advanced awonics system p 27 N84-15087 CALLAS, Q. P. Design, development and flight test of a demonstration advanced awonics system p 27 N84-15087 CALLABAWY, A. A. DEF STAN 00-18. A tamily of compatible standards activities and the standards power systems with gas turbines p 98 N84-12170 CALLAWING, B. Multifunction spacecraft attitude estimation and navigation system p 139 N84-24611 CALVERT, W. J. Application of an inviscid-viscous interaction method to	CARVALMO, J. F. Air traffic services in Portugal p 86 N83-22182 CARVALMO, M. G. Computation of thermal radiation for gas turbine conditions p 113 N86-29841 CASEMAVE, D. Modelling the thermal explosion phenomenon in solid propellants. The case of fixed and variable temperatures p 61 N85-17044 CASSI, C. The influence of sensor and thruster imperfections on the attitude and position of a spacecraft performing a rendezvous p 139 N84-24615 CASTELLAMI, A. Structural damping of composite materials for space applications p 136 N83-30490 Some trends in airship technology developments IAGARD-R-1717 P 17 N84-12050 CATEL, P. Towards a modularity of software conceived for the requirement of the user p 22 N84-15040 CATEL, P. Maintaining consistency and accommodating network repair in a self-regenerative distributed database management system (a discussion of the means and cost) CAUDAL, Q. Small-scale irregularities in the high-latitude F region p 148 N86-27551 CAVATORTA, E. Guist alkevation on a transport airplane	Theoretical and experimental results D 178 N65-1930 CHEESEMAN, Y. I. C. Modelling circulation control by blowing p 51 N85-1677 CHENUT-MARTIN, S. D L A O: A support system for defining avionic software p 5 N63-2211 CHEUS, C. B. Flutter and steady/unsteady aerodynam characteristics of supercritical and conventional transpowings p 117 N83-2221 CHIMENTI, D. E. Advanced quantitative methods for nondestructing and conventional transpowings CHIMENTI, D. E. Advanced quantitative methods for nondestructing and conventional transpowings CHIMENTI, D. E. Advanced quantitative methods for nondestructing and conventional transpowings CHIMENTI, D. E. Advanced quantitative methods for nondestructing and conventional transpowings CHIMENTI, D. E. Advanced quantitative methods for nondestructing and conventional transportation of the control system design p 121 N85-2537 CHINOCCHIA, G. Exact solutions to transonic and supersonic flows p 33 N86-1526 CHISHOLM, J. P. Development and flight test of a helicopter compain portable, precision landing system concept portable, precision landing system concept CHISUM, G. T. The application of diffraction optics techniques to last eye protection p 224 N86-268 CHOCLE, P. Mag display for helicopters CHOPLIM, J.

CHORLEY, R. A.

CHRISTENSEN, N.	oes?	
	p 228	N85-19654
The computer aided specification s	vstem E	asv
	p 5	N83-22121
CHRISTOPHE, J.		
Productivity The economic aspec tunnel design and use		
CHRISTOPHERSON, C. D.	p 133	N86-20423
A self-contained captive traject	orv svs	tem for a
blowdown wind tunnel		N84-23596
CHYU, W. J.		
Numerical studies of unsteady		
oscillating airfoil CIMINO, ಪಿ. B.	p 63	N85-25174
Remote sensing with spaceborne	synthet	c aperture
imaging radars. A review		N84-15648
CIPRI, F.		
Correction between nondestructiv		
and performance of graphite/epoxy s		
CLARK, H. J.	b 123	N84-10212
Shuttle/Centaur upper stage capal	olity	
	p 235	N85-20773
CLARK, W. J. R.		
The status of LLTV for avionic app		
CLARKE, B.	p 13	N83-34892
In-service NDI of composite structu	res An	assessment
of current requirements and capabilit	es	
		N84-10220
CLARKE, J.		
A long range propagation experime	int to inv	estigate the
incidence of anomalous propagation		N84-15669
CLARKE, P. D.	£ 203	
A high performance chip set imple		
impulse response filter	p 189	N86-28351
CLARY, G. R. Development and flight test of a	halicaet	ar compact
portable, precision landing system co		o compact.
		N85-16821
CLARY, J. B.		
Design for tactical avionics maint	ainability	technical
evaluation report (AGARD-AR-204)	0.07	N85-23798
CLEMENT, G.	p 91	1405-23/90
Postural adjustments associated v	vith arm	movements
in weightlessness		N85-31813
CLEMENT, W. F.		
Assessment of simulation fidelity use of piloting technique in flight	ising me	N85-16817
CLER, A.	P 31	1463-16617
A survey of recent developm	nent in	helicopter
aerodynamics	p 70	N85-28915
The use of ECC shanger severed		
CLERE, J. M. The use of ECG changes caused tolerance prediction factors	by acc	N86-30316
The use of ECG changes caused tolerance predicition factors CLERE, J. M.	by acco	N86-30316
The use of ECG changes caused tolerance prediction factors	p 226 lots	N86-30316
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil	p 226 lots	N86-30324
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. 8.	p 226 lots p 227	N86-30316 N86-30324
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation usi	p 226 lots p 227 ng flight	N86-30316 N86-30324 data N83-30372
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using Assessment of simulation fidelity is considered.	p 226 lots p 227 ng flight	N86-30316 N86-30324 data N83-30372
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using Assessment of simulation fidelity up of piloting technique in flight	p 226 lots p 227 ng flight p 11 using me	N86-30316 N86-30324 data N83-30372
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation usin Assessment of simulation fidelity u of piloting technique in flight CLIFFORD, J. M.	p 226 lots p 227 ng flight p 11 ising me p 57	N86-30316 N86-30324 data N83-30372 asurements N85-16817
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using Assessment of simulation fidelity up of piloting technique in flight CLIFFORD, J. M. GPS system field testing	p 226 lots p 227 ng flight p 11 ising me p 57	N86-30316 N86-30324 data N83-30372 asurements
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using Assessment of simulation fidelity used piloting technique in flight CLIFFORD, J. M. CLIFFORD, P. J. M. CLIFFORD, R. J. CLIFFORD, R. J.	p 226 lots p 227 ng flight p 11 ising me p 57 p 233	N86-30316 N86-30324 data N83-30372 asurements N85-16817 N85-20762
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation usin Assessment of simulation fidelity unof piloting technique in flight CLIFFORD, J. M. GPS system field testing CLIFFORD, R. J. Rotating heat transfer investigation.	p 226 lots p 227 ng flight p 11 ssing me p 57 p 233 ons on a	N86-30316 N86-30324 data
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using processing the property of piloting technique in flight CLIFFORD, J. M. GPS system field testing CLIFFORD, R. J. Rotating heat transfer investigable cooling geometry.	p 226 lots p 227 ng flight p 11 ssing me p 57 p 233 ons on a	N86-30316 N86-30324 data N83-30372 asurements N85-16817 N85-20762
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using processing the property of piloting technique in flight CLIFFORD, J. M. GPS system field testing CLIFFORD, R. J. Rotating heat transfer investigable cooling geometry.	p 226 lots p 227 ng flight p 11 ssing me p 57 p 233 ons on a p 111	N86-30316 N86-30324 data N83-30372 asurements N85-16817 N85-20762 a multi-pass N86-29825
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using processing the processing of simulation fidelity used piloting technique in flight CLIFFORD, J. M. GPS system field testing CLIFFORD, R. J. Rotating heat transfer investigation cooling geometry. CLOHERTY, J. K. Contact lenses for pilots and aircree.	p 226 lots p 227 ng flight p 11 ssing me p 57 p 233 ons on a p 111 www.in.the	N86-30316 N86-30324 data N83-30372 asurements N85-16817 N85-20762 a multi-pass N86-29825
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using processing the processing section of piloting technique in flight CLIFFORD, J. M. GPS system field testing CLIFFORD, R. J. Rotating heat transfer investigation cooling geometry. C.UNERTY, J. K. Contact lenses for pilots and aircre CLUBINE, W. R.	p 226 lots p 227 ng flight p 11 ising me p 57 p 233 ons on a p 111 w in the p 223	N86-30316 N86-30324 data N83-30372 assurements N85-16817 N85-20762 a multi-pass N86-29825 services N86-26815
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using Assessment of simulation fidelity used piloting technique in flight CLIFFORD, J. M. GPS system field testing CLIFFORD, R. J. Totating heat transfer investigation cooling geometry CLOHERTY, J. K. Contact lenses for pilots and aircres CLUBINE, W. R. Development of a Helicopter interestication facilities.	p 226 lots p 227 ng flight p 11 ssing me p 57 p 233 ons on a p 111 nw in the p 223 egrated	N86-30316 N86-30324 data N83-30372 asurements N85-16817 N85-20762 a multi-pass N86-29825 services N86-26815 navigation
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using Assessment of simulation fidelity used piloting technique in flight CLIFFORD, J. M. GPS system field testing CLIFFORD, R. J. Rotating heat transfer investigation cooling geometry. CLOHERTY, J. K. Contact lenses for pilots and aircref CLUBINE, W. R. Development of a Helicopter intersystem.	p 226 lots p 227 ng flight p 11 ssing me p 57 p 233 ons on a p 111 nw in the p 223 egrated	N86-30316 N86-30324 data N83-30372 assurements N85-16817 N85-20762 a multi-pass N86-29825 services N86-26815
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using Assessment of simulation fidelity upon protein the control of piloting technique in flight CLIFFORD, J. M. GPS system field testing CLIFFORD, R. J. Rotating heat transfer investigated cooling geometry. CLOHERTY, J. K. Contact lenses for pilots and aircref CLUBINE, W. R. Development of a Helicopter intersystem COAD, J. P.	p 226 lots p 227 ng flight p 11 using me p 57 p 233 ons on a p 111 low in the p 223 egrated p 55	N86-30316 N86-30324 data N83-30372 asurements N85-16817 N85-20762 i multi-pass N86-29825 services N86-26815 navigation N85-16802
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using Assessment of simulation fidelity used piloting technique in flight CLIFFORD, J. M. GPS system field testing CLIFFORD, R. J. Rotating heat transfer investigation cooling geometry. CLOHERTY, J. K. Contact lenses for pilots and aircref CLUBINE, W. R. Development of a Helicopter intersystem.	p 226 lots p 227 ng flight p 11 using me p 57 p 233 ons on a p 111 nw in the p 223 egrated p 55 mals sub	N86-30316 N86-30324 data N83-30372 asurements N85-16817 N85-20762 i multi-pass N86-29825 services N86-26815 navigation N85-16802
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using Assessment of simulation fidelity used piloting technique in flight CLIFFORD, J. M. GPS system field testing CLIFFORD, R. J. Rotating heat transfer investigation cooling geometry. CLOHERTY, J. K. Contact lenses for pilots and aircrest CLUBINE, W. R. Development of a Helicopter intersystem. COAD, J. P. Coatings for fuel economy or mate.	p 226 lots p 227 ng flight p 11 using me p 57 p 233 ons on a p 111 nw in the p 223 egrated p 55 mals sub	N86-30316 N86-30324 data N83-30372 asurements N85-16817 N85-20762 a multi-pass N86-29825 services N86-26815 navigation N85-16802 stitution
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using Assessment of simulation fidelity used piloting technique in flight CLIFFORD, J. M. GPS system field testing CLIFFORD, R. J. Rotating heat transfer investigation cooling geometry. CLOHERTY, J. K. Contact lenses for pilots and aircrest CLUBINE, W. R. Development of a Helicopter intersystem. COAD, J. P. Coatings for fuel economy or mate.	p 226 lots p 227 ng flight p 11 lising me p 57 p 233 lons on a p 111 lising me p 57 p 233 lons on a p 111 lising in the p 223 lons on a p 111 lising in the p 155 rials sub p 151 r tactical	N86-30316 N86-30324 data N83-30372 asurements N85-16817 N85-20762 a multi-pass N86-29825 seruces N86-26815 N86-26815 seruces N86-303477 support
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using Assessment of simulation fidelity under piloting technique in flight CLIFFORD, J. M. GPS system field testing CLIFFORD, R. J. Rotating heat transfer investigation cooling geometry CLOHERTY, J. K. Contact lenses for pilots and aircrest CLUBINE, W. R. Development of a Helicopter intersystem COAD, J. P. Coatings for fuel economy or mate COCHRAN, J. O. Combat capable space systems to	p 226 lots p 227 ng flight p 11 lising me p 57 p 233 lons on a p 111 lising me p 57 p 233 lons on a p 111 lising in the p 223 lons on a p 111 lising in the p 155 rials sub p 151 r tactical	N86-30316 N86-30324 data N83-30372 asurements N85-16817 N85-20762 i multi-pass N86-29825 services N86-26815 navigation N85-16802 slitution N84-33477
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using processing the processing of piloting technique in flight CLIFFORD, J. M. GPS system field testing CLIFFORD, R. J. Rotating heat transfer investigable cooling geometry. CLOHERTY, J. K. Contact lenses for pilots and aircret CLUBINE, W. R. Development of a Helicopter intersystem COAD, J. P. Coatings for fuel economy or mate COCHRAN, J. O. Combat capable space systems to CODY, W. J.	p 226 lots p 227 ng flight p 11 syng me p 57 p 233 ons on a p 111 low in the p 223 egrated p 55 rolals sub p 151 r tactical p 235	N86-30316 N86-30324 data N83-30372 asurements N85-16817 N85-20762 a multi-pass N86-29825 services N86-26815 navigation N85-16802 stitution N84-33477 support N85-20775
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using a season of simulation fidelity is of piloting technique in flight CLIFFORD, J. M. GPS system field testing CLIFFORD, R. J. Rotating heat transfer investigation cooling geometry. CLOMERTY, J. K. Contact lenses for pilots and aircree CLUBINE, W. R. Development of a Helicopter intersystem COAD, J. P. Coatings for fuel economy or mate CCCMRAN, J. O. Combat capable space systems for CODY, W. J. Laboratory studies of aircree of cooperative system.	p 226 lots p 227 ng flight p 11 p 11 sing me p 57 p 233 ons on a p 111 w in the p 223 agrated p 55 nats sub p 151 r tactical p 235 chemica	N86-30316 N86-30324 data N83-30372 asurements N85-16817 N85-20762 a multi-pass N86-29825 services N86-26815 navigation N85-16802 stitution N84-33477 support N85-20775
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using processing the processing of piloting technique in flight CLIFFORD, J. M. GPS system field testing CLIFFORD, R. J. Rotating heat transfer investigable cooling geometry. CLOHERTY, J. K. Contact lenses for pilots and aircret CLUBINE, W. R. Development of a Helicopter intersystem COAD, J. P. Coatings for fuel economy or mate COCHRAN, J. O. Combat capable space systems to CODY, W. J.	p 226 lots p 227 ng flight p 11 sing me p 57 p 233 nons on a p 111 nw in the p 15 p 151 r tachical p 235 chemica	N86-30316 N86-30324 data N83-30372 asurements N85-16817 N85-20762 I multi-pass N86-29825 services N86-26815 navigation N85-16802 stitution N84-33477 support N85-20775 I protective
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using a session of piloting technique in flight CLIFFORD, J. M. GPS system field testing CLIFFORD, R. J. Rotating heat transfer investigation cooling geometry. CLOHERTY, J. K. Contact lenses for pilots and aircreful CLIBINE, W. R. Development of a Helicopter intersystem. COAD, J. P. Coatings for fuel economy or mate COCHRAN, J. O. Combat capable space systems for CODY, W. J. Laboratory studies of aircrew consemble.	p 226 lots p 227 ng flight p 11 sing me p 57 p 233 nons on a p 111 nw in the p 15 p 151 r tachical p 235 chemica	N86-30316 N86-30324 data N83-30372 asurements N85-16817 N85-20762 a multi-pass N86-29825 services N86-26815 navigation N85-16802 stitution N84-33477 support N85-20775
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using Assessment of simulation fidelity used piloting technique in flight CLIFFORD, J. M. GPS system field testing CLIFFORD, R. J. Rotating heat transfer investigable cooling geometry CLOHERTY, J. K. Contact lenses for pilots and aircret CLUBINE, W. R. Development of a Helicopter intersystem COAD, J. P. Coatings for fuel economy or mate COCHRAN, J. O. Combat capable space systems for CODY, W. J. Laboratory studies of aircrew censemble Effects on pilots' perform COGOL, A. Sensitivity of human tymphocytic COGOL, A. Sensitivity of human tymphocytics.	p 226 lots p 227 ng flight p 11 rising me p 57 p 233 nns on a p 111 nw in the p 223 aggrated p 55 rials sub p 151 r tactical p 265 r tactical p 207	N86-30316 N86-30324 data N83-30372 asurements N85-16817 N85-20762 a multi-pass N86-29825 services N86-29815 navigation N85-16802 stitution N84-33477 support N85-20775 I protective N84-21066
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using a season of simulation fidelity in of piloting technique in flight CLIFFORD, J. M. GPS system field testing CLIFFORD, R. J. Rotating heat transfer investigation cooling geometry CLOHERTY, J. K. Contact lenses for pilots and aircree CLUBINE, W. R. Development of a Helicopter into system COAD, J. P. Coatings for fuel economy or mate COCHRAN, J. O. Combat capable space systems for CODY, W. J. Laboratory studies of aircrew consemble Effects on pilots perform COGOLI, A. Sensitivity of human lymphocytim-vitro	p 226 lots p 227 ng flight p 11 rising me p 57 p 233 nns on a p 111 nw in the p 223 agrated p 55 nals sub p 151 ritactical p 264 p 267 ritactical	N86-30316 N86-30324 data N83-30372 asurements N85-16817 N85-20762 Inulli-pass N86-29825 services N86-29815 navigation N85-16802 stitution N84-33477 N85-20775 I protective N84-21066
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using Assessment of simulation fidelity of piloting technique in flight CLIFFORD, J. M. GPS system field testing CLIFFORD, R. J. Astating heat transfer investigation cooling geometry CLOHERTY, J. K. Contact lenses for pilots and aircrest CLUBINE, W. R. Development of a Helicopter intersystem COAD, J. P. Coatings for fuel economy or mate COCHRAN, J. O. Combat capable space systems for CODY, W. J. Laboratory studies of aircrew consemble Effects on pilots perform COGOLI, A. Sensitivity of human lymphocytim-vitro COMILL, G. L.	p 226 lots p 227 ng flight p 11 sing me p 57 p 233 ons on a p 111 win the p 223 agrated p 55 r tacticals p 257 r tacticals p 207 r tactical p 207	N86-30316 N86-30324 data N83-30372 asurements N85-16817 N85-20762 I multi-pass N86-29825 services N86-26815 navigation N85-16802 stitution N84-33477 support N85-20775 I protective N84-21066 incrogravity N85-31820
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using of piloting technique in flight CLIFFORD, J. M. GPS system field testing CLIFFORD, R. J. Rotating heat transfer investigable cooling geometry. CLOHERTY, J. K. Contact lenses for pilots and aircretic CLUBINE, W. R. Development of a Helicopter intersystem COAD, J. P. Coatings for fuel economy or mate COCHRAN, J. O. Combat capable space systems for CODY, W. J. Laboratory studies of aircrew censemble Effects on pilots' perform COGOLI, A. Sensitivity of human lymphocytin-vitro COMILL, G. L. integration of sensor fusion in a	p 226 lots p 227 ng flight p 11 ssing me p 57 p 233 sons on a p 111 re tackcal p 235 chemica ance p 221 dedvances	N86-30314 N86-30324 data N83-30372 asurements N85-16817 N85-20762 a multi-pass N86-29825 services N86-26815 services N86-26815 support N85-30775 l protective N84-21086 incrogravity N85-31820 d helicopter
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using Assessment of simulation fidelity under piloting technique in flight CLIFFORD, J. M. GPS system field testing CLIFFORD, R. J. Rotating heat transfer investigation cooling geometry CLOHERTY, J. K. Contact lenses for pilots and aircrest CLUBINE, W. R. Development of a Helicopter intersystem COAD, J. P. Coatings for fuel economy or mate COCHRAN, J. O. Combat capable space systems for CODY, W. J. Laboratory studies of aircrew censemble Effects on pilots' perform COGOLI, A. Sensitivity of human lymphocytin-vitro COMILL, Q. L. Integration of sensor fusion in a cockpit design	p 226 lots p 227 ng flight p 11 ssing me p 57 p 233 sons on a p 111 re 11 re 12	N86-30316 N86-30324 data N83-30372 asurements N85-16817 N85-20762 I multi-pass N86-29825 services N86-26815 navigation N85-16802 stitution N84-33477 support N85-20775 I protective N84-21066 incrogravity N85-31820
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using Assessment of simulation fidelity under piloting technique in flight CLIFFORD, J. M. GPS system field testing CLIFFORD, R. J. Rotating heat transfer investigation cooling geometry CLOHERTY, J. K. Contact lenses for pilots and aircrest CLUBINE, W. R. Development of a Helicopter intersystem COAD, J. P. Coatings for fuel economy or mate COCHRAN, J. O. Combat capable space systems for CODY, W. J. Laboratory studies of aircrew censemble Effects on pilots' perform COGOLI, A. Sensitivity of human lymphocytin-vitro COMILL, Q. L. Integration of sensor fusion in a cockpit design	p 226 lots p 227 lots p 127 p 217 p 213 loss on a p 111 p 223 loss on a p 111 r tackcai p 235 loss on a p 111 r tackcai p 235 loss on a p 221	N86-30316 N86-30324 data N83-30372 asurements N85-16817 N85-20762 a multi-pass N86-29825 services N86-29825 services N86-29825 stitution N85-16802 stitution N84-33477 support N85-20775 I protective N84-21066 incragravity N85-31820 d helicopter N85-16813
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using Assessment of simulation fidelity used piloting technique in flight CLIFFORD, J. M. GPS system field testing CLIFFORD, R. J. Rotating heat transfer investigation cooling geometry CLOHERTY, J. K. Contact lenses for pilots and aircres CLUBINE, W. R. Development of a Helicopter intersystem COAD, J. P. Coatings for fuel economy or mate COCHRAN, J. O. Combat capable space systems for CODY, W. J. Laboratory studies of aircrew consemble Effects on pilots perform COGOLI, A. Sensitivity of human lymphocytin-vitro COMILL, G. L. Integration of sensor fusion in a cockpt design.	p 226 ots p 227 ng flight p 11 sing me p 57 p 233 ons on a p 111 r tactical p 223 chemica ance p 207 es to m p 221 esdvance p 57 scular en	N86-30316 N86-30324 data N83-30372 asurements N85-16817 N85-20762 I multi-pass N86-29825 sennces N86-26815 navigation N85-16802 stitution N84-33477 support N85-20775 I protective N84-21086 incragravity N85-31820 d helicopter N85-16813 iptoration in
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using Assessment of simulation fidelity used piloting technique in flight CLIFFORD, J. M. GPS system field testing CLIFFORD, R. J. Rotating heat transfer investigable cooling geometry. CLOHERTY, J. K. Contact lenses for pilots and aircretic CLUBINE, W. R. Development of a Helicopter integration of the continuation of the company of the continuation of the continuat	p 226 lots p 227 gg flight p 11 ssing me p 57 p 233 sons on a p 111 re tachcal p 235 chemica ance p 57 p 207 set to re p 221 set vance p 57 p 207	N86-30314 N86-30324 data N83-30372 asurements N85-16817 N85-20762 a multi-pass N86-26815 services N86-26815 support N85-30775 l protective N84-21086 incragravity N85-31820 d helicopter N85-16813 optoration in N84-21082
The use of ECG changes caused tolerance prediction factors CLERE, J. M. Physical training of Mirage 2000 pil CLEVELAND, W. B. Helicopter simulation validation using Assessment of simulation fidelity used piloting technique in flight CLIFFORD, J. M. GPS system field testing CLIFFORD, R. J. Rotating heat transfer investigation cooling geometry CLOHERTY, J. K. Contact lenses for pilots and aircres CLUBINE, W. R. Development of a Helicopter intersystem COAD, J. P. Coatings for fuel economy or mate COCHRAN, J. O. Combat capable space systems for CODY, W. J. Laboratory studies of aircrew consemble Effects on pilots perform COGOLI, A. Sensitivity of human lymphocytin-vitro COMILL, G. L. Integration of sensor fusion in a cockpt design.	p 226 lots p 227 ng flight p 11 sing me p 57 p 233 ons on a p 111 regarded p 55 nals sub p 151 regarded p 235 chemica ance p 207 devance p 207 kennica ance	N86-30314 N86-30324 data N83-30372 asurements N85-16817 N85-20762 a multi-pass N86-26815 services N86-26815 support N85-30775 l protective N84-21086 incragravity N85-31820 d helicopter N85-16813 optoration in N84-21082

	PERSONAL AUTHOR INDEX
COLBOURNE, D. E.	COUTANCEAU, M.
The isentropic light piston annular cascade facil ity at	Unsteady viscous flow of an incompressible fluid around
RAE Pyestock p 115 N86-29851 COLIN, J.	a profile: A comparison of theory and practice p 143 N86-27227
Non-invasive methods of cardiovascular exploration in	COUTOIS, M.
aerospace medicine	Effects of integrated maintenance on the definitions of
[AGARD-AG-277(E)] p 210 N84-21082 Use of changes in electrical impedance in cardiology	onboard equipments p 19 N84-12068 COUTOR, S.
p 211 N84-21094	Cooling techniques for turbojet pre-heater channels
COLLERCANDY, R.	p 114 N86-2984; COWIE, W. D.
Design concept and performance prediction technique for potential flows around advanced propellers	Damage tolerance design concepts for military
p 71 N86-11150	engines p 107 N86-25363
COLLIN, G. B.	COY, J. J. Summary of drive-train component technology in
Manufacturing considerations related to aircraft gearboxes p.93 N85-23778	helicopters p 91 N85-23766
COLLINS, J.	Transmission efficiency measurements and correlations with physical characteristics of the lubricant
Tactical military communications by satellite relay at high	p 93 N85-23781
latitudes p 232 N85-20756 COLLINS, S. A., JR.	COYLE, S. Operational requirements versus technological
Numerical optical computing at the Ohio State	Operational requirements versus technological capabilities p 55 N85-16798
University p 239 N85-29775	CRAIG, D.
COMO, P. L. Tactical HF communication for military helicopters using	Optical bistability in Cd(x)Hg(1-x)Te p 236 N85-29760
the NVIS mode p 56 N85-16807	CRAIG, T. L.
COMORETTO, S.	Tactical operations and space applications
Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool	p 231 N85-20752 CRAMPTON, G. H.
p 35 N84-23585	Susceptibility of cat and squirrel monkey to motion
CONNAN, C.	sickness induced by visual stimulation. Correlation with
Connecting aircraft and external loads p 23 N84-15046	susceptibility to vestibular stimulation p 215 N85-20650
CONRAD, E. R.	CRANE, R. K.
Integration of ICNIA into advanced high performance	Fundamental limitations caused by RF propagation p 160 N83-30874
fighter aircraft p 26 N84-15059 COOK, P. H.	CRAYFORD, T. E.
Disturbances from ventilated tunnel walls in aerofoil	A solid-state map display for rapid response operation
testing p 33 N84-23573	p 89 N86-26323 CREMA, L. B.
COPE, R. CADAS A computer aided design tool for avionic	Some trends in airship technology developments
systems p 27 N84-15065	[AGARD-R-717] p 17 N84-12050 CREWS, L. L.
COPPOCK, E. G.	Operational flight program development with a higher
Management of aerospace contract documentation by industry and government p 243 N84-21434	order language p 5 N83-22125
CORBE, C.	CRIPPS, B. E. Some measurements of buffeting on a flutter model of
Sensitivity to color contrasts and the selection of	a typical strike aircraft p 11 N83-30370
navigator personnel p 227 N86-30318 CORBIN, M. J.	Recent developments in the measurement of
NASA/RAE collaboration on nonlinear control using the	time-dependent pressures p 37 N84-23601 CROCKER, S. D.
F-8C digital fly-by-wire aircraft p 3 N83-22109	Progress in verification of microprograms
CORMIER, R. J.	P 7 N83-22139 CROMBIE, D. D.
High latitude spatially adaptive propagation experiment p 183 N86-27544	Prediction of multipath fading on terrestrial microwave
CORNAND, J. P.	links at frequencies of 11 GHz and greater
Keeping up with operational loads in the French Air Force: Defining new equipment p 47 N85-15681	p 170 N84-24953 CRONIN, C. E.
COSTARD, J.	Instrumentation techniques in sea level test facilities
Flight testing and real time data processing for	p 131 N84-25727 CROOKS, O. J.
development and integration of weapon systems p.43 N84-34415	Flutter and steady/unsteady aerodynamic
COSTE, J.	characteristics of supercritical and conventional transport wings p 117 N83-22218
New TPS calibration bench, and ejector tests	CROSBIE, R. J.
p 36 N84-23594 COSTET, J. R.	Analysis of the transient response of temporal artery
Automatic recognition of speech in military aircraft	
	blood flow data relative to various anti-G suit pressure
p 166 N83-34186	blood flow data relative to various anti-G suit pressure
p 166 N83-34186 COTE, J. Expenmental study of the effect of turbulence on	blood flow data relative to various anti-G suit pressure schedules p 229 N85-19660 CROUCH, P. The use of multiplex data buses in a high integrity
COTE, J. p 166 N83-34186 Expenmental study of the effect of turbulence on dynamic stalling p 148 N86-27264	blood flow data relative to vanous anti-G suit pressure schedules p.229 N85-19660 CROUCH, P. The use of multiplex data buses in a high integrity system p.2 N83-22102
COTE, J. Expenmental study of the effect of turbulence on dynamic stalling p 148 N86-27264 COUGNET, P. C.	blood flow data relative to various anti-G suit pressure schedules p.229 N85-19660 CROUCH, P. The use of multiplex data buses in a high integrity system p.2 N83-22102 CRUCE, A. C. Simulation applied to the avionics system testing in the
COTE, J. Experimental study of the effect of turbulence on dynamic stalling COUGNET, P. C. The role of onboard intelligence and of orbital servicing in the increase of satellite lifetime p 138 N84-24605	blood flow data relative to vanous anti-G suit pressure schedules p 229 N85-19660 CROUCH, P. The use of multiplex data buses in a high integrity system p 2 N83-22102 CRUCE, A. C. Simulation applied to the avionics system testing in the F/A-18 p 42 N84-34409
COTE, J. Expenmental study of the effect of turbulence on dynamic stalling p 148 N86-27264 COUGNET, P. C. The role of onboard intelligence and of orbital servicing in the increase of satellite lifetime p 138 N84-24605	blood flow data relative to various anti-G suit pressure schedules p.29 N85-1960 CROUCH, P. The use of multiplex data buses in a high integrity system p.2 N83-22102 CRUCE, A. C. Simulation applied to the avionics system testing in the F/A-18 p.42 N84-34409 CULP, R. L.
COTE, J. Expenmental study of the effect of turbulence on dynamic stalling COUGNET, P. C. The role of onboard intelligence and of orbital servicing in the increase of satellite lifetime p 138 N84-24605 COURANT, D. Visual function and the definition of thresholds for	blood flow data relative to various anti-G suit pressure schedules p 229 N85-19660 CROUCH, P. The use of multiplex data buses in a high integrity system p 2 N83-22102 CRUCE, A. C. Simulation applied to the avionics system testing in the F/A-18 p 42 N84-34409 CULP, R. L. F-16 force management, yesterday, today and tomorrow p 46 N85-15674
COTE, J. Expenmental study of the effect of turbulence on dynamic stalling COUGNET, P. C. The role of onboard intelligence and of orbital servicing in the increase of satellite lifetime p 138 N84-24605 COURANT, D. Visual function and the definition of thresholds for exposure to laser radiation p 214 N84-33019 COURANZ, G. R.	blood flow data relative to vanous anti-G suit pressure schedules p 229 N85-19660 CROUCH, P. The use of multiplex data buses in a high integrity system p 2 N83-22102 CRUCE, A. C. Simulation applied to the avionics system testing in the F/A-18 p 42 N84-34409 CULP, R. L. F-16 force management, yesterday, today and tomorrow p 46 N85-15674 CULPMINGS, D.
COTE, J. Experimental study of the effect of furbulence on dynamic stalling COUGNET, P. C. The role of onboard intelligence and of orbital servicing in the increase of satellite lifetime COURANT, D. Visual function and the definition of thresholds for exposure to laser radiation COURANZ, Q. R. Fault tolerant spaceborne computer	blood flow data relative to vanous anti-G suit pressure schedules p 229 N85-19660 CROUCH, P. The use of multiplex data buses in a high integrity system p 2 N83-22102 CRUCE, A. C. Simulation applied to the avionics system testing in the F/A-18 p 42 N84-34409 CULP, R. L. F-16 force management, yesterday, today and tomorrow p 46 N85-15674 CUMMINGS, D. Tactical satellite terminals for land and airborne C3
COTE, J. Expenmental study of the effect of turbulence on dynamic stalling COUGNET, P. C. The role of onboard intelligence and of orbital servicing in the increase of satellite lifetime p 138 N84-24605 COURANT, D. Visual function and the definition of thresholds for exposure to laser radiation p 214 N84-33019 COURANZ, G. R.	blood flow data relative to vanous anti-G suit pressure schedules p 229 N85-19660 CROUCH, P. The use of multiplex data buses in a high integrity system p 2 N83-22102 CRUCE, A. C. Simulation applied to the avionics system testing in the F/A-18 p 42 N84-34409 CULP, R. L. F-16 force management, yesterday, today and tomorrow p 46 N85-15674 CUMMINGS, D. Tactical satellite terminals for land and airborne C3 applications p 233 N85-20760 CUMMINGS, E.
COTE, J. Experimental study of the effect of turbulence on dynamic stalling p. 148 N66-27264 COUGNET, P. C. The role of onboard intefligence and of orbital servicing in the increase of satellite lifetime p. 138 N84-24605 COURANT, D. Visual function and the definition of thresholds for exposure to laser radiation p. 214 N84-33019 COURANZ, Q. R. Fault tolerant spaceborne computer p. 138 N84-24607 COURT, L. Visual function and the definition of thresholds for the course of the cou	blood flow data relative to vanous anti-G suit pressure schedules p 229 N85-19660 CROUCH, P. The use of multiplex data buses in a high integrity system p 2 N83-22102 CRUCE, A. C. Simulation applied to the avionics system testing in the F/A-18 p 42 N84-34409 CULP, R. L. F-16 force management, yesterday, today and tomorrow p 46 N85-15674 CUMMINGS, D. Tactical satellite terminals for land and airborne C3 applications p 233 N85-20760 CUMMINS, E. Optical modulators and bistable devices using molecular
COTE, J. Experimental study of the effect of furbulence on dynamic stalling COUGNET, P. C. The role of onboard intelligence and of orbital servicing in the increase of satellite lifetime COURANT, D. Visual function and the definition of thresholds for exposure to laser radiation COURANZ, Q. R. Fault tolerant spaceborne computer COURT, L. P 138 N84-24607	blood flow data relative to vanous anti-G suit pressure schedules p 229 N85-19660 CROUCH, P. The use of multiplex data buses in a high integrity system p 2 N83-22102 CRUCE, A. C. Simulation applied to the avionics system testing in the F/A-18 p 42 N84-34409 CULP, R. L. F-16 force management, yesterday, today and tomorrow p 46 N85-15674 CUMMINGS, D. Tactical satellite terminals for land and airborne C3 applications p 233 N85-20760 CUMMINS, E. Optical modulators and bistable devices using molecular gases p 237 N85-29761 CUNY, J.
COTE, J. Experimental study of the effect of turbulence on dynamic stalling p. 148 N86-27264 COUGNET, P. C. The role of onboard intefligence and of orbital servicing in the increase of satellite lifetime p. 138 N84-24605 COURANT, D. Visual function and the definition of thresholds for exposure to laser radiation p. 214 N84-33019 COURANZ, Q. R. Fall tolerant spaceborne computer p. 138 N84-24607 COURT, L. Visual function and the definition of thresholds for exposure to laser radiation p. 214 N84-33019 COURTOIS, B. Design of self-checking N-MOS (H-MOS) integrated	blood flow data relative to vanous anti-G suit pressure schedules p 229 N85-19660 CROUCH, P. The use of multiplex data buses in a high integrity system p 2 N83-22102 CRUCE, A. C. Simulation applied to the avionics system testing in the F/A-18 p 42 N84-34409 CULP, R. L. F-16 force management, yesterday, today and tomorrow p 46 N85-15674 CUMMINAS, D. Tactical satellite terminals for land and airborne C3 applications p 233 N85-20760 CUMMINS, E. Optical modulators and bistable devices using molecular gases p 237 N85-29761 CUNY, J. The influence of fabrication flows on the static and
COTE, J. Experimental study of the effect of turbulence on dynamic stalling COUNNET, P. C. The role of onboard intefligence and of orbital servicing in the increase of satellite lifetime p 138 N84-24605 COURANT, D. Visual function and the definition of thresholds for exposure to laser radiation p 214 N84-33019 COURANZ, Q. R. Fault tolerant spaceborne computer Visual function and the definition of thresholds for exposure to laser radiation p 138 N84-24607 COURT, L. Visual function and the definition of thresholds for exposure to laser radiation p 214 N84-33019 COURTORS, B. Design of self-checking N-MOS (H-MOS) integrated p 48 N85-16742	blood flow data relative to vanous anti-G suit pressure schedules p 229 N85-19660 CROUCH, P. The use of multiplex data buses in a high integrity system p 2 N83-22102 CRUCE, A. C. Simulation applied to the avionics system testing in the F/A-18 p 42 N84-34409 CULP, R. L. F-16 force management, yesterday, today and tomorrow p 46 N85-15674 CUMMINGS, D. Tactical satellite terminals for land and airborne C3 applications p 233 N85-20760 CUMMINS, E. Optical modulators and bistable devices using molecular gases. CUNY, J. The influence of fabrication flows on the static and dynamic behavior of structures made of carbon-resin
COTE, J. Experimental study of the effect of turbulence on dynamic stalling p. 148 N86-27264 COUGNET, P. C. The role of onboard intefligence and of orbital servicing in the increase of satellite lifetime p. 138 N84-24605 COURANT, D. Visual function and the definition of thresholds for exposure to laser radiation p. 214 N84-33019 COURANZ, Q. R. Fall tolerant spaceborne computer p. 138 N84-24607 COURT, L. Visual function and the definition of thresholds for exposure to laser radiation p. 214 N84-33019 COURTOIS, B. Design of self-checking N-MOS (H-MOS) integrated	blood flow data relative to vanous anti-G suit pressure schedules p 229 N85-19660 CROUCH, P. The use of multiplex data buses in a high integrity system p 2 N83-22102 CRUCE, A. C. Simulation applied to the avionics system testing in the F/A-18 p 42 N84-34409 CULP, R. L. F-16 force management, yesterday, today and tomorrow p 46 N85-15674 CUMMINGS, D. Tactical satellite terminals for land and airborne C3 applications p 233 N85-20760 CUMMINS, E. Optical modulators and bistable devices using molecular gases p 237 N85-29761 CUMY, J. The influence of fabrication flows on the static and dynamic behavior of structures made of carbon-resin composites p 154 N84-10215 CUNY, J. J.
COTE, J. Experimental study of the effect of turbulence on dynamic stalling COUGNET, P. C. The role of onboard intelligence and of orbital servicing in the increase of satellite lifetime p 138 N84-24605 COURANT, D. Visual function and the definition of thresholds for exposure to laser radiation p 214 N84-33019 COURANZ, G. R. Fault tolerant spaceborne computer COURT, L. Visual function and the definition of thresholds for exposure to laser radiation p 214 N84-33019 COURT, S. Design of self-checking N-MOS (H-MOS) integrated circuits COURTOIS, M. Objectives in studying the maintainability of aircraft systems p 47 N85-16732	blood flow data relative to vanous anti-G suit pressure schedules p 229 N85-19660 CROUCH, P. The use of multiplex data buses in a high integrity system p 2 N83-22102 CRUCE, A. C. Simulation applied to the avionics system testing in the F/A-18 p 42 N84-34409 CULP, R. L. F-16 force management, yesterday, today and tomorrow p 46 N85-15674 CUMMINGS, D. Tactical satellite terminals for land and airborne C3 applications p 233 N85-20760 CUMMINS, E. Optical modulators and bistable devices using molecular gases p 237 N85-29761 CUNY, J. The influence of fabrication flows on the static and dynamic behavior of structures made of carbon-resin composites p 154 N84-10215 CUNY, J. Modern propeller profiles p 71 N86-11152
COTE, J. Experimental study of the effect of turbulence on dynamic stalling p. 148 N86-27264 COUGNET, P. C. The role of onboard intefligence and of orbital servicing in the increase of satellite lifetime p. 138 N84-24605 COURANT, D. Visual function and the definition of thresholds for exposure to laser radiation p. 214 N84-33019 COURANZ, Q. R. Failt tolerant spaceborne computer p. 138 N84-24607 COURT, L. Visual function and the definition of thresholds for exposure to laser radiation p. 214 N84-33019 COURTOIS, B. Design of self-checking N-MOS (H-MOS) integrated circuits p. 48 N85-16742 COURTOIS, M. Objectives in studying the maintainability of aircraft systems COURTOIS, M. E. L.	blood flow data relative to vanous anti-G suit pressure schedules p 229 N85-19660 CROUCH, P. The use of multiplex data buses in a high integrity system p 2 N83-22102 CRUCE, A. C. Simulation applied to the avionics system testing in the F/A-18 p 42 N84-34409 CULP, R. L. F-16 force management, yesterday, today and tomorrow p 46 N85-15674 CUMMINGS, D. Tactical satellite terminals for land and airborne C3 applications p 233 N85-20760 CUMMINS, E. Optical modulators and bistable devices using molecular gases p 237 N85-29761 CUNY, J. The influence of fabrication flows on the static and dynamic behavior of structures made of carbon-resin composities p 154 N84-10215 CUNY, J. J. Modern propeller profiles p 71 N86-11152 CURNILLON, M.
COTE, J. Expenmental study of the effect of turbulence on dynamic stalling p. 148 N66-27264 COUGNET, P. C. The role of onboard intefligence and of orbital servicing in the increase of satellite lifetime p. 138 N84-24605 COURANT, D. Visual function and the definition of thresholds for exposure to laser radiation p. 214 N84-33019 COURANZ, G. R. Fault tolerant spaceborne computer COURT, L. Visual function and the definition of thresholds for exposure to laser radiation p. 214 N84-33019 COURTOIS, B. Design of self-checking N-MOS (H-MOS) integrated circuits p. 48 N85-16742 COURTOIS, M. Objectives in studying the maintainability of aircraft systems COURTOIS, M. E. L. First level integrated maintenance in weapons systems p. 25 N84-15054	blood flow data relative to vanous anti-G suit pressure schedules p 229 N85-19660 CROUCH, P. The use of multiplex data buses in a high integrity system p 2 N83-22102 CRUCE, A. C. Simulation applied to the avionics system testing in the F/A-18 p 42 N84-34409 CULP, R. L. F-16 force management, yesterday, today and tomorrow p 46 N85-15674 CUMMINGS, D. Tactical satellite terminals for land and airborne C3 applications p 233 N85-20760 CUMMINS, E. Optical modulators and bistable devices using molecular gases p 237 N85-29761 CUNY, J. J. The influence of fabrication flows on the static and dynamic behavior of structures made of carbon-resin composites p 154 N84-10215 CUNY, J. J. Modern propeller profiles p 71 N86-11152 CURBILLON, M. Aerospatial'es approach to the study of flutter at the design stage of the project p 15 N84-11118
COTE, J. Experimental study of the effect of furbulence on dynamic stalling COUNNET, P. C. The role of onboard intefligence and of orbital servicing in the increase of satellite lifetime p 138 N84-24605 COURANT, D. Visual function and the definition of thresholds for exposure to laser radiation COURANZ, G. R. Fault tolerant spaceborne computer Fault tolerant spaceborne computer Visual function and the definition of thresholds for exposure to laser radiation COURT, L. Visual function and the definition of thresholds for exposure to laser radiation COURT, B. Design of self-checking N-MOS (H-MOS) integrated circuits COURTOIS, B. COURTOIS, M. Objectives in studying the maintainability of aircraft systems COURTOIS, M. E. L. First level integrated maintenance in weapons systems P 25 N84-15054	blood flow data relative to vanous anti-G suit pressure schedules p 229 N85-19660 CROUCH, P. The use of multiplex data buses in a high integrity system p 2 N83-22102 CRUCE, A. C. Simulation applied to the avionics system testing in the F/A-18 p 42 N84-34409 CULP, R. L. F-16 force management, yesterday, today and tomorrow p 46 N85-15674 CUMMINGS, D. Tactical satellite terminals for land and airborne C3 applications p 233 N85-20760 CUMMINS, E. Optical modulators and bistable devices using molecular gases p 237 N85-29761 CUNY, J. The influence of fabrication flows on the static and dynamic behavior of structures made of carbon-resin composites p 154 N84-10215 CUNY, J. J. Modern propeller profiles p 71 N86-11152 CURNILLON, M. Aerospektal'es approach to the study of flutter at the design stage of the project p 15 N84-11118 CURRALN, D.
COTE, J. Experimental study of the effect of furbulence on dynamic stalling COUGNET, P. C. The role of onboard intelligence and of orbital servicing in the increase of satellite lifetime p 138 N84-24605 COURANT, D. Visual function and the definition of thresholds for exposure to laser radiation COURANZ, Q. R. Fault tolerant spaceborne computer Fault tolerant spaceborne computer Visual function and the definition of thresholds for exposure to laser radiation COURT, L. Visual function and the definition of thresholds for exposure to laser radiation COURTOIS, B. Design of self-checking N-MOS (H-MOS) integrated circuits Design of self-checking N-MOS (H-MOS) integrated circuits Objectives in studying the maintainability of aircraft systems COURTOIS, M. Objectives in studying the maintainability of aircraft systems COURTOIS, M. E. L. First level integrated maintenance in weapons systems COURTEIT, J. Computing the three dimensional boundary layer in a compressor	blood flow data relative to vanous anti-G suit pressure schedules p 229 N85-19660 CROUCH, P. The use of multiplex data buses m a high integrity system p 2 N83-22102 CRUCE, A. C. Simulation applied to the avionics system testing in the F/A-18 p 42 N84-34409 CULP, R. L. F-16 force management, yesterday, today and tomorrow p 46 N85-15674 CUMMINOS, D. Tactical satellite terminals for land and airborne C3 applications p 233 N85-20760 CUMMINS, E. Optical modulators and bistable devices using molecular gases p 237 N85-29761 CUNY, J. The influence of fabrication flows on the static and dynamic behavior of structures made of carbon-resin composities p 154 N84-10215 CUNY, J. Modern propeller profiles p 71 N86-11152 CURN, J. Aerospatial'es approach to the study of flutter at the design stage of the project p 15 N84-11118 CURRAN, D. Response of propellants to high dynamic stresses. The uses of gun launch techniques p 55 N85-17035
COTE, J. Experimental study of the effect of turbulence on dynamic stalling COUNNET, P. C. The role of onboard intefligence and of orbital servicing in the increase of satellite lifetime p 138 N86-27264 COURANT, D. Visual function and the definition of thresholds for exposure to laser radiation p 214 N84-33019 COURANZ, G. R. Fault tolerant spaceborne computer Fault tolerant spaceborne computer Visual function and the definition of thresholds for exposure to laser radiation p 138 N84-24607 COURT, L. Visual function and the definition of thresholds for exposure to laser radiation p 14 N84-33019 COURTOIS, B. Design of self-checking N-MOS (H-MOS) integrated circuits p 47 N85-16742 COURTOIS, M. Objectives in studying the maintainability of aircraft systems p 25 N84-15054 COURTOIS, M. Computing the three dimensional boundary layer in a compressor unbulent boundary layer. Experimental and	blood flow data relative to vanous anti-G suit pressure schedules p 29 N85-19660 CROUCH, P. The use of multiplex data buses in a high integrity system p 2 N83-22102 CRUCE, A. C. Simulation applied to the avionics system testing in the F/A-18 p 42 N84-34409 CULP, R. L. F-16 force management, yesterday, today and tomorrow p 46 N85-15674 CUMMINGS, D. Tactical satellite terminals for land and airborne C3 applications p 233 N85-20760 CUMMINGS, E. Optical modulators and bistable devices using molecular gases p 237 N85-29761 CUNY, J. The influence of fabrication flows on the static and dynamic behavior of structures made of carbon-resin composites p 154 N84-10215 CUNY, J. Modern propeller profiles p 71 N86-11152 CURBILLOM, M. Aerospatial'es approach to the study of flutter at the design stage of the project p 15 N84-11118 CURBIAL, D. Response of propellants to high dynamic stresses. The uses of gun launch techniques p 59 N85-17035 CURRIER, P. L.
COTE, J. Expenmental study of the effect of turbulence on dynamic stalling p 148 N66-27264 COUGNET, P. C. The role of onboard intefligence and of orbital servicing in the increase of satellite lifetime p 138 N84-24605 COURANT, D. Visual function and the definition of thresholds for exposure to laser radiation p 214 N84-33019 COURANZ, G. R. Fault tolerant spaceborne computer COURT, L. Visual function and the definition of thresholds for exposure to laser radiation p 214 N84-33019 COURTOIS, B. Design of self-checking N-MOS (H-MOS) integrated circuits p 48 N85-16742 COURTOIS, M. Objectives in studying the maintainability of aircraft systems p 47 N85-16732 COURTOIS, M. E. L. First level integrated maintenance in weapons systems p 25 N84-15054 COURTEIX, J. Computing the three dimensional boundary layer in a compressor Unbiest poundary layers: Experimental and numerical investigations p 144 N86-27235	blood flow data relative to vanous anti-G suit pressure schedules p 29 N85-19660 CROUCH, P. The use of multiplex data buses in a high integrity system p 2 N83-22102 CRUCE, A. C. Simulation applied to the avionics system testing in the F/A-18 p 42 N84-34409 CULP, R. L. F-16 force management, yesterday, today and tomorrow p 46 N85-15674 CUMMINGS, D. Tactical satellite terminals for land and airborne C3 applications p 233 N85-20760 CUMMINS, E. Optical modulators and bistable devices using molecular gases p 237 N85-20780 CUMY, J. The influence of fabrication flows on the static and dynamic behavior of structures made of carbon-resin composites CUNY, J. J. Modern propeller profiles p 71 N86-11152 CUNY, J. J. Aerospatial'es approach to the study of flutter at the design stage of the project p 15 N84-11118 CURRAIN, D. Response of propellants to high dynamic stresses. The uses of gun launch techniques p 59 N85-17035 CURRIER, P. L. A video bus for weapon system integration
COTE, J. Expenmental study of the effect of turbulence on dynamic stalling COUNNET, P. C. The role of onboard intefligence and of orbital servicing in the increase of satellite lifetime p 138 N84-24605 COURANT, D. Visual function and the definition of thresholds for exposure to laser radiation p 214 N84-33019 COURANZ, G. R. Fault tolerant spaceborne computer Fault tolerant spaceborne computer COURT, L. Visual function and the definition of thresholds for exposure to laser radiation p 214 N84-33019 COURTOIS, B. Design of self-checking N-MOS (H-MOS) integrated circuits COURTOIS, M. Objectives in studying the maintainability of aircraft systems p 27 N85-16732 COURTOIS, M. E. L. First level integrated maintenance in weapons systems p 28 N84-15054 COURTOIS, M. E. C. Computing the three dimensional boundary layer in a compressor p 144 N86-27235 COURTOIS, E. Application of two and three-dimensional cirtens for	blood flow data relative to vanous anti-G suit pressure schedules p 29 N85-19660 CROUCH, P. The use of multiplex data buses in a high integrity system p 2 N83-22102 CRUCE, A. C. Simulation applied to the avionics system testing in the F/A-18 p 42 N84-34409 CULP, R. L. F-16 force management, yesterday, today and tomorrow p 46 N85-15674 CULP, R. L. F-16 force management, yesterday, today and tomorrow p 46 N85-15674 CUMMINS, D. Tactical satellite terminals for land and airborne C3 applications p 233 N85-20760 CUMMINS, E. Optical modulators and bistable devices using molecular gases p 237 N85-29761 CUNY, J. The influence of fabrication flows on the static and dynamic behavior of structures made of carbon-resin composities p 154 N84-10215 CUNY, J. J. Modern propeller profiles p 71 N86-11152 CURBILLOM, M. Aerospatial'es approach to the study of flutter at the design stage of the project p 15 N84-11118 CURRAN, D. Response of propellants to high dynamic stresses. The uses of gun launch techniques p 59 N85-17035 CURRIER, P. L.
COTE, J. Experimental study of the effect of turbulence on dynamic stalling COUNNET, P. C. The role of onboard intefligence and of orbital servicing in the increase of satellite lifetime p 138 N84-24605 COURANT, D. Visual function and the definition of thresholds for exposure to laser radiation p 214 N84-33019 COURANZ, G. R. Fault tolerant spaceborne computer Fault tolerant spaceborne computer Visual function and the definition of thresholds for exposure to laser radiation p 214 N84-33019 COURT, L. Visual function and the definition of thresholds for exposure to laser radiation p 214 N84-33019 COURTOIS, B. Design of self-checking N-MOS (H-MOS) integrated circuits objectives in studying the maintainability of aircraft systems p 47 N85-16732 COURTOIS, M. COURTOIS, M. COURTOIS, M. Conputing the three dimensional boundary layers in a compressor Unsleady turbulent boundary layers: Experimental and numerical investigations p 144 N86-27235	blood flow data relative to vanous anti-G suit pressure schedules p 29 N85-19660 CROUCH, P. The use of multiplex data buses in a high integrity system p 2 N83-22102 CRUCE, A. C. Simulation applied to the avionics system testing in the F/A-18 p 42 N84-34409 CULP, R. L. F-16 force management, yesterday, today and tomorrow p 46 N85-15674 CULP, R. L. F-16 force management, yesterday, today and tomorrow p 46 N85-15674 CUMMINOS, D. Tactical satellite terminals for land and airborne C3 applications p 233 N85-20760 CUMMINS, E. Optical modulators and bistable devices using molecular gases p 237 N85-29761 CUNY, J. The influence of fabrication flows on the static and dynamic behavior of structures made of carbon-resin composities p 154 N84-10215 CUNY, J. J. Modern propeller profiles p 71 N86-11152 CURNILLON, IM. Aerospatial'es approach to the study of flutter at the design stage of the project p 15 N84-11118 CURRAN, D. Response of propellants to high dynamic stresses. The uses of gun launch techniques p 59 N85-17035 CURRIER, P. L. A video bus for weapon system integration p 24 N84-15051

PERSONAL A CUTHBERTSON, Thermal imag
DAGUT, P. Trajectory me and other short [AGARD-AG-16 DAHL, H. J. Advanced flig
DAHLGREN, J. E Spacecraft of
DAINTY, R. V. Application techniques in t crack growth ra DALEY, E. An update of equipped with a
An update of equipped with a
DAMBOLDT, T. Observations near the mid-la DAMESI, A. Digital imple system with pro-
A decentraliz structure in spa Helicopter ad
Helicopter ad
DANTEE, A. A floating po
DARNELL, M. HF system d Real-time ch A review of techniques for
Techniques communication
DAS, A. A unified apy of propellers in DASARO, J. A. Evolution to helicopter awo DASHLVA, F. A. Problems rey of worm gears DAU, K. Data set 8
DAUBE, O. Unsteady vis a profile A cor
DAUNTON, N. G Susceptibility sickness induc susceptibility to
DAVIDSON, D. Diversity red beacons in of 1981 DAVIS, J. A. Color display

Thermal imaging for avionic applications	Correlation problems between flutter flight test data and
p 13 N83-34893	ground tests/calculation results for a variable sweep wing
	aircraft p 12 N83-30379 DEGAYE, R.
D	Experience of one UK electronic equipment supplier with
	bite on engine/flight control systems over the past ten
DAGUT, P. Trajectory measurements for take-off and landing tests	years p 48 N85-16738 DEHART, R. M.
and other short-range applications, volume 16	Medical selection and physiological training of fighter
[AGARD-AG-160-VOL-16] p 197 N85-25801	pilots A 1985 perspective and overview p 226 N86-30312
DAHL, H. J. Advanced flight simulation for helicopter development	Cardiovascular standards for selection and retention of
p 57 N85-16815	high performance pilots in the USAF Perspectives for the next decade p 226 N86-30313
DAHLGREN, J. B. Spacecraft control research at NASA	DEJONG, H. A. A.
p 138 N84-24604	Prediction of seasickness susceptibility
DAINTY, R. V.	p 215 N85-20647 DEJONG, K.
Application of optical and electron microscopic techniques in the fractographic determination of fatigue	Applying Al to the diagnosis of complex system
crack growth rates p 201 N85-24334	failures p 198 N86-19635 DEKKER, G. J.
DALEY, E. An update on expenence on the fly by wire Jaguar	A software-cost database for aerospace software
equipped with a full-time digital flight control system	development p 8 N83-22148 DELACROIS, M.
p 122 N85-26740	The quality of avionics software Specification and
An update of experience on the fly by wire Jaguar equipped with a full-time digital flight control system	evaluation p 7 N83-22142
p 125 N85-27893	DELAHAYE, R. P. The vertebral column Selection and aptitude of combat
DAMBOLDT, T. Observations with an ionosonde in Northern Germany	aircraft pilots of the future p 227 N86-30322
near the mid-latitude trough p 183 N86-27548	DELANA, B. S. Propagation characteristics of medium frequency
DANESI, A.	skywave signals from the continental US and Canada
Digital implementation of a laser active flight control system with processed decoupled states	received at Fairbanks, Alaska p 183 N86-27546
p 2 N83-22098	DELATTRE, J. P. Physical training of Mirage 2000 pilots
A decentralized active control system for a large flexible structure in space p 140 N84-24622	p 227 N86-30324
Helicopter active control with rotor blades relaxation	DELAVIGNE, M. Aeroelastic analysis and the identification of flight
p 57 N85-16819	loads p 46 N85-15679
Helicopter active control with rotor blades relaxation p 57 N85-16819	DELCROIX, J. P.
DANTEE, A.	A comparative study in the animal of the toxicity of the combustion products of diverse materials
A floating point processor for missile guidance p 191 N86-28366	p 213 N84-33015
DARNELL, M.	DELERY, J. Interaction between a shock-wave and a vortex flow
HF system design principles p 158 N83-30863	p 76 N84-12104
Real-time channel evaluation p 159 N83-30865 A review of transmission and channel evaluation	A coupling method for the inverse mode calculation of
techniques for digital communication systems	transonic internal flows with a snock wave p.101 N84-16194
p 177 N85-19301 Techniques for improving the reliability of mobile HF	DELFRY, J.
communications over high-absorption paths	Shock/turbulent boundary layer interaction and its control p 53 N85-16792
p 183 N86-27545 DAS, A.	DELUCA, L.
A unified approach for the aerodynamics and acoustics	The pressure deflagration limit of solid rocket propellants p 61 N85-17046
of propellers in forward motion p 71 N86-11155	DEMALHERBE, M. C.
DASARO, J. A. Evolution toward a multi-bus architecture for Army	Practical experience with damage tolerance based life
helicopter avionic systems p 56 N85-16812	extention of turbine engine components p 111 N86-25383
DASILVA, F. A. P. Problems regarding the practical evaluation of efficiency	DEMONTCHEUIL, I.
of worm gears p 95 N85-23793	D-12 standardizing LTR for onboard computers. The present and the future p.5 NB3-22124
DAU, K.	present and the future p 5 NB3-22124 DEMURIE, F.
Data set 8 ZKP wing, oscillating aileron p.82 N85-31029	High Reynolds number tests of the cast 10-2/DOA2
DAUBE, O.	transonic airfoil at ambient and cryogenic temperature conditions p.33 N84-23575
Unsteady viscous flow of an incompressible fluid around a profile. A comparison of theory and practice.	DENBOER, R. C.
p 143 N86-27227	Analysis of transonic aerodynamic characteristics for a
DAUNTON, N. G. Susceptibility of cat and squirrel monkey to motion	supercritical airfoil oscillating in heave, pitch and with oscillating flap p 64 N85-25175
sickness induced by visual stimulation. Correlation with	DENERY, D. G.
susceptibility to vestibular stimulation	Design, development and flight test of a demonstration
p 215 N85-20650 DAVIDSON, D.	advanced avionics system p 27 NB4-15067 DENHAM, M. J.
Diversity reception of COMSTAR 19/29 GHz satellite	Design environments and the user interface for CAD
beacons in convective rain climate of Florida, 1978 - 1981 p 163 N83-30897	of control systems p 120 N84-10095
DAVIS, J. A.	DENHOLLANDER, J. G. Aerodynamic model identification from dynamic flight
Color display technology in advanced fighter cockpits	test data and wind tunnel experiments
p 26 N84-15061 DAVIS, S. S.	p 11 N83-30371 DENT, A.
Numerical studies of unsteady transonic flow over	New system design methodologies in the design of
oscillating airfoil p. 63 N85-25174 DAVIS, T. J.	modern imaging missile systems stimulated by the
Development and flight test of a helicopter compact,	introduction of VLSI development tools p. 192 N86-28367
portable, precision landing system concept p 58 N85-16821	DENTON, J. D.
DAVIS, W. J.	The calculation of fully three dimensional flow through
Demonstration of relaxed stability on a commercial	any type of turbomachine blade row p 195 N85-32294
transport p 122 N85-26745 Demonstration of relaxed static stability on a commercial	DENTON, R. V.
transport p 126 N85-27898	A new technique for terrain following/terrain avoidance
DAWSON, J. An H.F. simulator for use with real time channel	guidance command generation p 89 N86-26325 DEOTTO, L.
evaluation systems p 176 N85-19293	Fast flutter clearance by parameter variation
DECKERT, J. C.	p 17 N84-11135
Analytic redundance management for flight control sensors p.14 N83-34900	DEPONTE, 8. Boundary layer segmentation on sharp highly swept
DEDONCKER, J.	leading edges and its effects on secondary vortices
Military requirements p 86 N83-22181	p 80 N84-12132

and	DEQUAE, P. Sleep and wake physiology in weightlessness
ving	p 221 N85-31819
379	DEQUIN, A. M. A survey of recent development in helicopter
with ten 738	aerodynamics p 70 N85-28915 DERR, R. L.
hter	Transient combustion. An important consideration in deflagration-to-detonation transition p 60 N85-17037
312	DERRIEM, J. C. A digital piloting system for the combat helicopter
n of	p 56 N85-16806 DERUYCK, J.
the 313	End-wall boundary layer calculations in multistage axial
e 4 7	compressors p 103 N84-16205 Velocity and turbulence measurements in dynamically stalled boundary layers on an oscillating airfoil
647	p 143 N86-27228 DESAGE, D.
tem 635	A modem with pseudo-orthoganal codes. Experimental results p 177 N85-19302
vare 148	DESALABERRY, B. Gyrolaser guidance system for medium range missiles p. 67 N85-26649
and 142	DESAULTY, M. Cooling techniques for turbojet pre-heater channels
nbat	p 114 N86-29847 DESLAURIERS, E.
322	Tactical military communications by satellite relay at high latitudes p 232 N85-20756 DESMERGER, M.
ency	Homing head imperfections altering missile guidance
ada '546	p 142 N84-31256 DESPLAS, P.
324	Vortical flow exploration methods developed for the F1 wind tunnel p 37 N84-23598
ilight	DESTUYNDER, R. Flight flutter testing with emphasis on the tip vane
679	method p.12 NB3-30381 New methods of excitation, acquisition and data
f the	reduction about unsteady wind tunnel tests p 37 N84-23599
3015	Wing buffeting active control testing on a transport aircraft configuration in a large sonic tunnel
ow 2104	p 123 - N85-26750 Wing buffeting active control testing on a transport
on of	aircraft configuration in a large sonic windtunnel p 127 N85-27903
5194	DEVRIES, H. F. International information exchange
d its 6792	p 240 N83-31537 DIBBLE, R. Software design and development using MASCOT
ocket 7046	p 6 N83-22127
d life	The European vestibular experiments of the Spacelab-1 mission p 219 N85-31808
5383	Some results of the European vestibular experiments in the Spacelab-1 mission p 219 N85-31809 DICK, J. J.
The 2124	Shock and impact response of solid rocket propellants Experimental and theoretical p 60 N85-17040
	Meteor scatter radio communication at high latitudes
OA2	p 186 N86-27564 DIDIER, A.
3575	Non-invasive methods of cardiovascular exploration in aerospace medicine
for a with	[AGARD-AG-277(E)] p 210 N84-21082
5175	Main electrocardiographic abnormalities in the medica examination of flying personnel p 210 N84-21063
ation	Contribution of cardiac mechanograms in the exper examination of flying personnel p 210 N84-21089
5067	Exploration of arterial function using Doppler flow
CAD	determination Application to aeronautical and space medicine p.211 N84-21091
0095	Selection and medical testing of Mirage 2000 pilots Report of echocardiography p 226 N86-30314
flight	DIENES, J. K. Shock and impact response of solid rocket propellants
0371	Experimental and theoretical p 80 N85-17040 DIETRICHS, H. J.
an of	The boundary layer behaviour of an advanced ga- turbine rotor blade under the influence of simulated film
	cooling p 117 N86-2986; OIJK, J.
18367 rough	Modelling on interference due to ducting at frequencies above 1 GHz p 162 N83-3088i
2294	DILLNER, B. Aerodynamic issues in the design of high-lift system: for transport ercraft n 52 NBS-1878
lance	for transport aircraft p 52 N85-1678i DINI, D. Problems of elastic hydrodynamic lubrication of
6325	Problems of elastic hydrodynamic lubrication of helicopter transmission gears p.94 N85-2378- DNNAK, W. C.
1135	Verification and validation techniques applied to the reconfigurable block SD satellite software
wept	DINKEL, J. D.
2132	Real time testing: The next generation p 43 N84-3441

DOBLE, J. E.	DRING, R. P.	EDMUNDS, T. H.
Overshoot interference on microwave radio links due	Compressor rotor aerodynamics p 103 N84-16210	The role of thermal and stress analyses in the application
to the co-existence of multipath fading and trans-horizon	DRONIOU, J.	of damage tolerant design p 108 N86-25366
propagation p 162 N83-30892 Propagation influences on the performance of a reduced	Non-invasive methods of cardiovascular exploration in aerospace medicine	EDMUNDS, T. M. Monitoring engine thermal stresses
bandwidth quadrature phase shift keyed digital radio	[AGARD-AG-277(E)] p 210 N84-21082	p 104 N85-15735
system , 173 N85-19274	Ventricular pre-excitation syndromes	EDRAOS, P. N.
DOGGETT, R. V. Dynamic wind-tunnel testing of active controls by the	p 210 N84-21084	EHF air-to-air communications p 173 N65-19273 EDWARDS, G. F.
NASA Langley Research Center p 61 N85-22353	Echocardiography in the expert examination of flying personnel p 211 N84-21090	The use of free-flight models for the prediction of
DONERTY, P. H. Total electron content and L-band amplitude and phase	DROSTE, C. S.	departure control p 10 N83-30368
scintillation measurements in the polar cap ionosphere	Lessons learned in the development of the F-16 flight	Correlation of predicted and free-flight responses near departure conditions of a high incidence research model
p 181 N86-27535	control system p 30 N84-15092	p 147 N86-27255
DOKER, M.	DROUILHET, P. R. Overview of United States program for modernizing air	EDWARDS, J. W.
Prediction of condensation onset and growth in the European Transonic Wind Tunnel (ETW)	traffic control and airway facilities p 86 N83-22184	Real-time flutter analysis of an active flutter-suppression system on a remotely piloted research aircraft
p 34 N84-23578	DRUMMOND, R. C.	p 12 N83-30380
DOLADILLE, F.	Advanced F/A-18 avionics p 24 N84-15048	Experience with transonic unsteady aerodynamic
D.L.A.O A support system for defining avionics software p.5 N83-22119	DUBBERLY, M. J. Navy operational loads data sources and systems	calculations p 64 N85-25176 EDWARDS, P. R.
DOLLERY, A. A.	p 45 N85-15668	A review of crack growth threshold and crack
Electrostatic discharging behaviour of Kapton and other	OUDENEY, J. R.	propagation rates at short crack lengths
dielectric materials in a simulated space env. onment p 136 N83-30487	The variability and predictability of the main F-region	p 199 N83-31063 EDWARDS, F. A.
DONDE, R.	trough determined using digital ionospheric sounder data p 185 N86-27555	Integrated powerplant control systems and potential
The pressure deflagration limit of solid rocket	DUDMAN, A. E.	performance benefits p 18 N84-12063
propellants p 61 N85-17046 DONHAM, R. E.	Aeroelastic design of civil transports at the project	EGGEMEIER, F. T.
Propeller aircraft cabin vibration and noise-excitation,	stage p 15 N84-11120	Conceptual framework for the development of workload metrics in sustained operations p 207 NB4-21063
sources, and paths p 75 N86-11174	DUJARRIC, C. Producing a cryogenic gust in an Eiffel type atmospheric	EGGLESTON, B.
DONLAN, B.	wind tunnel with short gust p 33 N84-23569	Some considerations in propeller and airframe
Gallium Arsenide water scale integration p 188 N86-28349	DUKE, P. A.	integration p 73 N86-11164 EGLEM. M.
DONNELLAN, T. M.	A practical approach to the design of a new avionic	Auxiliary power units for wide-body aircraft
Repair of composites p 156 N85-17058	system p 25 N84-15058 DUMAS, J. L.	p 99 N84-12174
DONNELLY, R. P. Some aeroacoustic wind tunnel measurements,	Statistical study of elevated ducts extension	EKVALL, J. C.
theoretical predictions, and flight-test correlations on	p 162 N83-30889	Penodic loading sequences for the systematic marking of fatigue crack fracture surfaces p 200 N85-24329
subsonic aircraft propellers p 74 N86-11170	DUNBRIDGE, B.	ELACHI, C.
DONZELLI, P.	The future of bipolar technology for avionics	Remote sensing with spaceborne synthetic aperture
Reliable software design for avionics and space applications p 49 N85-16751	P 187 N86-28341 DUNKER, R. J.	imaging radars. A review p 202 N84-15648 Earth resources research using the Shuttle Imaging
DOOLIN, D. G.	Flow measurements in the stator row of a single-stage	Radar system p 235 N85-20779
Manufacturing technology for nondestructive evaluation	transonic axial-flow compressor with controlled diffusion	ELLIS, S. R.
(NDE) system to implement Retirement For Cause (RFC)	stator blades p 103 N84-16209	Influence of a perspective cockpit traffic display format
procedures for gas turbine engine components p 108 N86-25368	DUNN, M. G. Heat-flux measurements and analysis for a rotating	on pilot avoidance maneuvers p 230 N85-19668 ELROD, C. W.
DOORLY, D. J.	turbine stage p 113 N86-29838	Experimental verification of an endwall boundary ayer
Wake-passing in a turbine rotor cascade	Two spot laser velocimeter measurements of velocity	prediction method p 104 N84-16211
p 112 N86-29830 DOR, J. B.	and turbulence intensity in shock tube driven turbine	ELROD, W. C. Two spot laser velocimeter measurements of velocity
The T2 cryogenic wind tunnel with self-adaptable walls	flows p 115 N86-29853	and turbulence intensity in shock tube driven turbine
at ONERA/CERT p 32 N84-23567	DUNYACH, J. C. Aerospatiale's experimentations of vectorization on	flows p 115 N86-29853
The T2 cryogenic induction tunnel in Toulouse p 134 N86-20424	supercomputers for aircraft structural problems	ELSENAAR, A.
DOREY, G.	p 90 N65-10041	Half-model testing in the NLR high speed wind tunnel HST lts technique and application p 35 N84-23588
The effect of damage on the tensile and compressive	DURAO, D. F. G. Computation of thermal radiation for gas turbine	Technical evaluation report on the Fluid Dynamics Panel
performance of carbon fibre laminates	conditions p 113 N86-29841	Symposium on Wind Tunnels and Testing Techniques
p 154 N84-10213 DORUK, M.	DURBER, G. L. R.	[AGARD-AR-193] p 132 N84-32402 EMERSON, D. J.
Maintenance and the military environment	Trace elements in superalloys and the implications for	Long term cross-polar statistics at 12 and 14 GHz on
p 157 N85-33243	recycling p 151 N84-33484 DURIEUX, J. L.	a 30 deg slant-path p 163 N83-30899
DOUGHERTY, H. T. Some propagational aspects of frequency allocation and	Terminal control for command to line of sight guided	EMERSON, T. J. The cockpit of the year 2000. How big a step?
frequency sharing p 160 N83-30875	missile p 142 N84-31252	p 230 N85-19667
DOUGHERTY, N. S., JR.	DURNEY, C. H.	ENENKL, B.
Flight and wind-tunnel correlation of boundary-layer transition on the AEDC transition cone	The physical interactions of radiofrequency radiation fields and biological systems p 179 N85-27129	Aeroelastic design considerations in the development
p 10 N83-30363	DURNFORD, S. J.	of helicopters p 16 N84-11126
DOVE, B. L.	Stressful mission profiles, part 1 p 212 N84-26281	ENEVOLDSON, E. K. Pilot human factors in stall/spin accidents of supersonic
Design for tactical avionics maintainability, technical	Stressful mission profiles, part 2 Workload and faligue p.212 N84-26282	lighter aircraft p 32 N84-15102
evaluation report {AGARD-AR-204} p 97 N85-23798	DUTOYA, D.	ENGELKEN, E. J.
Digital Optical Circuit Technology	Simulation of flow and heat transfer in annular cavities	Computer analysis of visual and vestibular oculomotor
[AGARD-CP-362] p 236 N85-29757	between disks in turbomachinery p 116 N86-29855 DUTTA, S.	function in the medical selection of fighter aircrew members p 227 N86-30319
DOVEY, J. R. J.	Occupancy measurements across the entire HF	ENGELLAND, J. D.
Comparison of flight loads measurements results and prediction for Tornado p 12 N83-30378	spectrum p 164 N83-30902	The impact of standardization on avionic software
DOWLING, E. J.	DUTTON, L. M.	p 5 N83-22122
Implementing high quality software p 7 N83-22141	Flight test techniques employed in the Nimrod MR MK	ENGLAND, G. R.
DOYLE, J. C.	2 weekon system performance trials = 5.43 NB4 34410	System architecture Key to future assence
Performance and robustness aspects of digital control	2 weapon system performance trials p 43 N84-34410	System architecture Key to future avionics capabilities p 22 N84-15035
evelome - 100 NO 1001	_	capabilities p 22 N84-15035 ENGLAND, P.
systems p 120 N84-10098 Characterization of uncertainty for large space structure	2 weapon system performance trials p 43 N84-34410	capabilities p 22 N84-15035 ENGLAND, P. Civil avionics flight testing with the RAE(B) BAC1-11
systems p 120 N84-10098 Characterization of uncertainty for large space structure control problems p 140 N84-24619	E EAST, O. J.	capabilities p 22 N84-15035 ENGLAND, P. Crivil avvorics flight testing with the RAE(B) BAC1-11 p 62 N85-22354
Characterization of uncertainty for large space structure	EAST, O. J. Some aspects of guidance loop design for SAM	capabilities p 22 N84-15035 ENGLAND, P. Civil avvonics flight testing with the RAE(B) BAC1-11 p 62 N85-22354 EPSTEIN, A. M.
Characterization of uncertainty for large space structure control problems p 140 N84-24619 DRAEGER, J. Particular problems of airworthiness from an	EAST, O. J. Some aspects of guidance loop design for SAM systems p.141 N84-31251	capabilities p 22 N84-15035 ENGLAND, P. Crivil avvorics flight testing with the RAE(B) BAC1-11 p 62 N85-22354
Characterization of uncertainty for large space structure control problems p 140 N84-24619 DRAEGER, J. Particular problems of ainworthiness from an ophthalmological view p 223 N86-26812	EAST, O. J. Some aspects of guidance loop design for SAM	capabilities p 22 N84-15035 ENGLAND, P. Criti avionics flight testing with the RAE(B) BAC1-11 p 62 N85-22354 EPSTEIN, A. H. High frequency response heat flux gauge for metal bading p 115 N86-29850 ERICKSON, G. E.
Characterization of uncertainty for large space structure control problems p 140 N84-24619 DRAEGER, J. Particular problems of airworthiness from an ophthalmological view p 223 N86-26812 New glasses for presbyopic pilots	EAST, D. J. Some aspects of guidance loop design for SAM systems p 141 N84-31251 ECCLES, E. S. Full authority digital electronic engine controls and their integration with hight control systems in VSTOL aircraft	capabilities p 22 N84-15035 ENGLAND, P. Crinl avionics flight testing with the RAE(B) BAC1-11 p 62 N85-22354 EPSTEIN, A. H. High frequency response heat flux gauge for metal blading p 115 N86-29850 ERICKSON, G. E. Experimental investigation of forebody and wing
Characterization of uncertainty for large space structure control problems p 140 N84-24619 PRACEGE, J. Particular problems of airworthiness from an ophthalimological view p 223 N86-26812 New glasses for presbyopic pilots p 223 N86-26814	EAST, D. J. Some aspects of guidance loop design for SAM systems p 141 N84-3251 ECCLES, E. S. Full authority digital electronic engine controls and their integration with flight control systems in VSTOL aircraft p 18 N84-12064	capabilities p 22 N84-15035 ENGLAND, P. Civil avonues flight testing with the RAE(8) BAC1-11 p 62 N85-22354 EPSTEIN, A. H. High frequency response heat flux gauge for metal blading p 115 N86-29850 ERICKSON, G. E. Experimental investigation of forebody and wing leading-edge vortex interactions at high angles of strack
Characterization of uncertainty for large space structure control problems p 140 N84-24619 DRAEGER, J. Particular problems of airworthiness from an ophthalimological view p 223 N86-26812 New glasses for presbyopic pilots p 223 N86-26814 DRAGO, R. J. Special power train requirements for the next generation	EAST, O. J. Some aspects of guidance loop design for SAM systems p.141 N84-31251 ECCLES, E. S. Full authority digital electronic engine controls and their integration with flight control systems in VSTOL aircraft p.18 N84-12064	capabilities p 22 N84-15035 ENGLAND, P. Civil avionics flight testing with the RAE(B) BAC1-11 p 62 N85-22354 EPSTEIN, A. H. High frequency response heat flux gauge for metal blading p 115 N86-29850 ERICKSON, G. E. Experimental investigation of forebody and wing leading-edge vortex interactions at high angles of attack.
Characterization of uncertainty for large space structure control problems p 140 N84-24619 PRAEGER, J. Particular problems of ainworthiness from an ophthalimological view p 223 N86-26812 New glasses for presbyopic pilots p 223 N86-26814 DRAGO, R. J. Special power train requirements for the next generation of rotary-wing aircraft p 92 N85-23769	EAST, D. J. Some aspects of guidance loop design for SAM systems p 141 N84-3251 ECCLES, E. S. Full authority digital electronic engine controls and their integration with flight control systems in VSTOL aircraft p 18 N84-12064	capabilities p 22 N84-15035 ENGLAND, P. Civil avionics flight testing with the RAE(B) BAC1-11 p 62 N85-22354 EPSTEIN, A. H. High frequency response heat flux gauge for metal blading p 115 N86-29850 ERICKSON, G. E. Experimental investigation of forebody and wing leading-edge vortex interactions at high angles of attack p 77 N84-12110 ERICSSON, L. E. Practical solutions to simulation difficulties in subscale
Characterization of uncertainty for large space structure control problems p 140 N84-24619 DRAEGER, J. Particular problems of airworthiness from an ophthelimological view p 223 N86-26812 New glasses for presbyopic pilots p 223 N86-26814 DRAGO, R. J. Special power train requirements for the next generation of rotary-wing aircraft p 92 N85-23769 DRAPIER, J. M.	EAST, O. J. Some aspects of guidance loop design for SAM systems p. 141 N84-31251 ECCLES, E. S. Full authority digital electronic engine controls and their integration with flight control systems in VSTOL aircraft p. 18 N84-12064 ECKERT, E. W. Auxiliary power requirements performance p. 98 N84-12169 EDE, S.	capabilities p 22 N84-15035 ENGLAND, P. Civil avionics flight testing with the RAE(B) BAC1-11 p 62 N85-22354 EPSTEIN, A. H. High frequency response heat flux gauge for metal blading p 115 N86-29850 ERICKSON, G. E. Experimental investigation of forebody and wing leading-edge vortex interactions at high angles of attack p 77 N84-12110 ERICSSON, L. E. Practical solutions to simulation difficulties in subscale wind turnel tests p 34 N84-23581
Characterization of uncertainty for large space structure control problems p 140 N84-24619 PRAEGER, J. Particular problems of ainworthiness from an ophthalimological view p 223 N86-26812 New glasses for presbyopic pilots p 223 N86-26814 DRAGO, R. J. Special power train requirements for the next generation of rotary-wing aircraft p 92 N85-23769	EAST, D. J. Some aspects of guidance loop design for SAM systems p.141 N84-31251 ECCLES, E. S. Full authority digital electronic engine controls and their integration with flight control systems in VSTOL aircraft p.18 N84-12064 ECKERT, E. W. Auxiliary power requirements p.98 N84-12169 EDE, S. Automated document request and delivery systems in	capabilities p 22 N84-15035 ENGLAND, P. Civil avionics flight testing with the RAE(B) BAC1-11 p 62 N85-22354 EPSTEIN, A. H. High frequency response heat flux gauge for metal blading p 115 N86-29850 ERICKSON, G. E. Experimental investigation of forebody and wing leading-edge vortex interactions at high angles of attack p 77 N84-12110 ERICSSON, L. E. Practical solutions to simulation difficulties in subscale wind furniel tests A critical look at dynamic simulation of viscous flow
Characterization of uncertainty for large space structure control problems p 140 N84-24619 DRAEGER, J. Particular problems of airworthiness from an ophthalmological view p 223 N86-26812 New glasses for presbyopic pilots p 223 N86-26814 DRAGO, R. J. Special power train requirements for the next generation of rotary-wing aircraft p 92 N85-23769 DRAPIER, J. M. Using recycled superalloys in precision casting	EAST, O. J. Some aspects of guidance loop design for SAM systems p. 141 N84-31251 ECCLES, E. S. Full authority digital electronic engine controls and their integration with flight control systems in VSTOL aircraft p. 18 N84-12064 ECKERT, E. W. Auxiliary power requirements performance p. 98 N84-12169 EDE, S.	capabilities p 22 N84-15035 ENGLAND, P. Civil avionics flight testing with the RAE(B) BAC1-11 p 62 N85-22354 EPSTEIN, A. H. High frequency response heat flux gauge for metal blading p 115 N86-29850 ERICKSON, G. E. Experimental investigation of forebody and wing leading-edge vortex interactions at high angles of attack p 77 N84-12110 ERICSSON, L. E. Practical solutions to simulation difficulties in subscale wind turnel tests p 34 N84-23581
Characterization of uncertainty for large space structure control problems p 140 N84-24619 PRAEGER, J. Particular problems of anworthiness from an ophthalmological view p 223 N86-26812 New glasses for presbyopic pilots p 223 N86-26814 DRAQO, R. J. Special power frain requirements for the next generation of rotary-wing aircraft p 92 N85-23769 DRAPIER, J. M. Using recycled superalloys in precision casting p 152 N84-33486	EAST, O. J. Some aspects of guidence loop design for SAM systems p 141 N84-31251 ECCLES, E. S. Full authority digital electronic engine controls and their integration with hight control systems in VSTOL aircraft p 18 N84-12064 ECKERT, E. W. Auxiliary power requirements performance p 98 N84-12169 EDE, S. Automated document request and delivery systems in the United Kingdom p 244 N84-21436	capabilities p 22 N84-15035 ENGLAND, P. Civil avionics flight testing with the RAE(B) BAC1-11 p 62 N85-22354 EPSTEIN, A. H. High frequency response heat flux gauge for metal blading p 115 N86-29850 ERICKSON, G. E. Experimental investigation of forebody and wing leading-edge vortex interactions at high angles of attack p 77 N84-12110 ERICSSON, L. E. Practical solutions to simulation difficulties in subscale wind tunnel tests p 34 N84-23581 A critical look at dynamic simulation of viscous flow p 143 N86-27230

ERKELENS, L. J. J.	FASSO, G.	FORSYTH, D. Y.
Determination of performance and stability	Weather hazard simulation in the Modane	Practical considerations in the introduction of
characteristics from dynamic manoeuvres with a transport	wind-tunnels	requirements analysis technique p 4 N83-22118
aircraft using parameter identification techniques	[NASA-TM-77069] p 130 N83-30438	FORSYTH, P. J. E.
p 41 N84-34400	FATHI, E. T.	Fatigue fracture topography p 199 N85-24323
ERSKINE, D. R. Two recent cases of marker load applications on	A distributed array signal processor with fault-tolerance attributes p 190 N86-28360	FORT, A.
cargo/fighter aircraft fatigue tests p 200 N85-24325	FAULKNER, B.	Certification experience with methods for minimum crew demonstration p.32 N84-15101
ESCUDIER, M. P.	Cockpit automation requirements derived from mission	FORTH, C. J. P.
Vortex breakdown A two-stage transition	functions data p 88 N86-26318	The effect of density ratio on the film-cooling of a flat
p 79 N84-12124	FAURE, L. Software for designing teeth for reduction gears and	plate p 112 N86-29833
ESHELBY, M. E.	transmissions p 92 N65-23773	FOTH, J.
Experimental methods in flight for the measurement of control characteristics p.119 N84-10091	FAVIER, D.	Crack propagation under constant and variable stress
On the aerodynamics of installed propellers	Study of the 3D wake of an aerial propeller	amplitudes A comparison of calculations based on the Striation spacing and tests p 201 N85-24336
p 71 N86-11154	p 72 N86-11161 Wing profile in stalled position subject to a flow of	FOTTNER. L.
ETTINGER, R. C.	alternating potential and strong vortex	Design of transonic compressor cascades for minimal
implications of guidance and control technology on	p 143 N86-27229	shock losses and comparison with test results
human factors considerations p 228 N85-19656	FAWCETT, W.	p 101 N84-16192
EVANGELOU, P.	VHPIC and the UK Alvey Programme	FOURCADE, J.
On the generation of vortical flow at hypersonic speeds over elliptical cones p. 78 N84-12114	p 187 N86-28339	Variations in states of alertness during continuous
EVANS, B. G.	FEENEY, M. T. Statistics of auroral radio absorption in relation to	operations at the control post level p 208 N84-21068 Psycho-ergonomic problems presented by the
Bistatic radar reflectivities in the range 11-30 GHz	prediction models p 185 N86-27557	prolonged wearing of gas masks p 208 N84-21073
p 162 N83-30891	FEHLER, F.	FOURMAUX, A.
Propagation constraints in the millimetre wavebands due	Disorientation in helicopter flight p 212 N84-26284	An experimental method for analyzing shock-boundary
to precipitation scattering p 163 N83-30894	FEHRENZ, H. P.	layer interactions in cascades p 101 N84-16195
EVANS, C.	Air combat simulation. Methods, models, trends. p. 62 N85-22359	FOURNIER, M.
A self-organising control system for non-linear aircraft dynamics 0.147 NR6-27258	FELL. M. J.	Multiple paths on the ocean surface
dynamics p 147 N86-27258 EVANS. G. I.	The effects of wing tip devices on the performance of	p 205 N84-15666 FOWLER, S.
The vulnerability of cast double base rocket motors to	the BAe Jetstream p 80 N84-12130	Statistical analysis of spin pit failure data to predict
thermomechanical attack p 59 N85-17033	FENNER, P. J.	inservice B 1 lives of gas turbine disks
EVANS, M. R.	Requirements, applications and results of strapdown	p 110 N86-25377
Automatic flight control modes for the AFTI/F-111	inertial technology to commercial airplanes p. 67 N84 25695	FOX, R. A.
mission adaptive wing aircraft p 124 N85-26756	FER, A. F.	Susceptibility of cat and squirrel monkey to motion
Automatic flight control modes for the AFTI/F-111	Medium wave groundwave propagation	sickness induced by visual stimulation. Correlation with
mission adaptive wing aircraft p 128 N85-27909	model-numerical and experimental results	susceptibility to vestibular stimulation p 215 N85-20650
2 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	μ 161 N83-30885	FRAEDRICH, W. M.
Disc fatigue life predictions for gas turbine engines p. 105 N85-15743	FERENS, D. V.	Integration of fire, flight and propulsion control systems
TURBISTAN A standard load sequence for aircraft	Avionics software support cost model © 8 N83-22147	An overview, retrospective and prospective
engine discs p 110 N86-25380	FERRIS, H. W.	p 17 N84-12057
EVRARD, D.	Establishment and maintenance of certification	FRAME, C. S.
Optimizing the specifications for an air-surface laser	standards for helicopter and turboprop power transmission	Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and
system p 66 N85-26644 EWALD, B.	systems p 95 N85-23796	repair of CFC components p 155 N84 10223
Experimental investigations of transport aircraft low	FIDDES, S. P. Investigations into the effects of scale and	FRANCIS, M. S.
speed engine interference effects and flight test	compressibility on lift and drag in the RAE 5m pressurized	Unsteady aerodynamics and dynamic aircraft
correlation p 10 N83-30364	low-speed wind tunnel p 51 N85-16773	maneuverability p 147 N86-27253
EYTH, J., JR.	FIELD, E. C.	FRANCOIS, R.
EYTH, J., JR. Crew station evaluation in a dynamic flight simulation	FIELD, E. C. Conductivity profiles of the disturbed polar ionosphere	Current transmission systems p 91 NB5-23767
EYTH, J., JR.	FIELD, E. C. Conductivity profiles of the disturbed polar knoosphere from VLF reflection data p 186 N86-27560	
EYTH, J., JR. Crew stabon evaluation in a dynamic flight simulation facility p 27 N84-15069	FIELD, E. C. Conductivity profiles of the disturbed polar ionosphere from VLF reflection data p. 186 N86-27560 Effects of the ionosphere on ELF signals during polar	Current transmission systems p.91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p.50 N85 16753
EYTH, J., JR. Crew station evaluation in a dynamic flight simulation	FIELD, E. C. Conductivity profiles of the disturbed polar knosphere from VLF reflection data p 186 N86-27560 Effects of the knosphere on ELF signals during polar cap absorption events Companson of theory and experiments p 186 N86-27562	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. M.
EYTH, J., JR. Crew stabon evaluation in a dynamic flight simulation facility p 27 N84-15069	FIELD, E. C. Conductivity profiles of the disturbed polar ionosphere from VLF reflection data p. 186 N86-27560 Effects of the ionosphere on ELF signals during polar cap absorption events Comparison of theory and experiments p. 186 N86-27562 FIORENTIN, S. R.	Current transmission systems p.91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p.50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed
EYTH, J., JR. Crew stabon evaluation in a dynamic flight simulation facility p 27 N84-15069 F FABORI, F.	FIELD, E. C. Conductivity profiles of the disturbed polar ionosphere from VLF reflection data p 186 N86-27560 Effects of the ionosphere on ELF signals during polar cap absorption events Comparison of theory and experiments p 186 N86-27562 FIORENTIN, S. R. Small defect characterization in powder metallurgy	Current transmission systems p. 9.1 N85-23767 FRAINK, G. A. Hardware/software codesign for maintainable systems p. 50 N85 16753 FRAINK, L. H. Simulator sickness Reaction to a transformed perceptual world. 6 Preliminary site surveys
EYTH, J., JR. Crew staton evaluation in a dynamic flight simulation lacility p 27 N84-15069 F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems	FIELD, E. C. Conductivity profiles of the disturbed polar knosphere from VLF reflection data p 186 N86-27560 Effects of the knosphere on ELF signals during polar cap absorption events Comparison of theory and experiments p 186 N86-27562 FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p 109 N86-25373	Current transmission systems p.91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p.50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed
EYTH, J., JR. Crew staton evaluation in a dynamic flight simulation facility p 27 N84-15069 F FABORI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems p 175 N85-19286	FIELD, E. C. Conductivity profiles of the disturbed polar ionosphere from VLF reflection data p. 186 N86-27560 Effects of the ionosphere on ELF signals during polar cap absorption events Comparison of theory and experiments p. 186 N86-27562 FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p. 109 N86-25373 FIRMIN, M. C. P.	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters
EYTH, J., JR. Crew station evaluation in a dynamic flight simulation facility p 27 N84-15069 F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems p 175 N85-19286 FABRI, J.	FIELD, E. C. Conductivity profiles of the disturbed polar knosphere from VLF reflection data p 186 N86-27560 Effects of the knosphere on ELF signals during polar cap absorption events Comparison of theory and experiments p 186 N86-27562 FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p 109 N86-25373	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895
EYTH, J., JR. Crew staton evaluation in a dynamic flight simulation facility p 27 N84-15069 F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems p 175 N85-19286 FABRI, J. Ceramic heat exchangers for gas turbines or turbojet	FIELD, E. C. Conductivity profiles of the disturbed polar ionosphere from VLF reflection data p. 186 N86-27560 Effects of the ionosphere on ELF signals during polar cap absorption events Comparison of theory and experiments p. 186 N86-27562 FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p. 109 N86-25373 FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofolitesting p. 33 N84-23573 FIRTIN, W. J.	Current transmission systems p.91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p.50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p.216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p.163 N83-30895 LPI-radar for helicopter inhistacle warning
EYTH, J., JR. Crew station evaluation in a dynamic flight simulation facility p 27 N84-15069 F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems p 175 N85-19286 FABRI, J.	FIELD, E. C. Conductivity profiles of the disturbed polar knosphere from VLF reflection data p 186 N86-27560 Effects of the knosphere on ELF signals during polar cap absorption events Comparison of theory and experiments p 186 N86-27562 FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p 109 N86-25373 FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofol testing p 33 N84-23573 FIRTH, W. J. Optical modulators and bistable device sing molecular	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter obstacte warning p 56 N85-16810
EYTH, J., JR. Crew station evaluation in a dynamic flight simulation facility p 27 N84-15069 F FABORI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems p 175 N85-19286 FABORI, J. Ceramic heat exchangers for gas turbines or turbojet engines p 116 N86-29858	FIELD, E. C. Conductivity profiles of the disturbed polar ionosphere from VLF reflection data p 186 N86-27560 Effects of the ionosphere on ELF signals during polar cap absorption events Comparison of theory and experiments p 186 N86-27562 FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p 109 N86-25373 FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofolitesting p 33 N84-23573 FIRTH, W. J. Optical modulators and bistable device sing molecular gases p 237 N85-28761	Current transmission systems p.91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p.50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p.216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p.163 N83-30895 LPI-radar for helicopter inhistacle warning
EYTH, J., JR. Crew station evaluation in a dynamic flight simulation facility p 27 N84-15069 F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems p 175 N85-19286 FABRI, J. Ceramic heat exchangers for gas turbines or turbojet engines p 116 N86-29858 FAHMY, M. A. K. Load carrying capacity of double circular arc gears p 92 N85-23776	FIELD, E. C. Conductivity profiles of the disturbed polar ionosphere from VLF reflection data p. 186 - N86-27560. Effects of the ionosphere on ELF signals during polar cap absorption events. Comparison of theory and experiments p. 186 - N86-27562. FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p. 109 - N86-25373. FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerotoil testing p. 33 - N84-23573. FIRTIN, W. J. Optical modulators and bistable device sing molecular gases p. 237 - N85-29761.	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter instacle warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 119 N84-10094
FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems p 175 N85-19286 FABRI, J. Coramic heat exchangers for gas turbines or turbojet engines FAMMY, M. A. K. Load carrying capacity of double circular arc gears p 92 N85-23776 FAIRHEAD, A. C.	FIELD, E. C. Conductivity profiles of the disturbed polar ionosphere from VLF reflection data p 186 N86-27560 Effects of the ionosphere on ELF signals during polar cap absorption events Comparison of theory and experiments p 186 N86-27562 FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p 109 N86-25373 FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofoli testing p 33 N84-23573 FIRTH, W. J. Optical modulators and bistable device sing molecular gases p 237 N85-29761 FISCHER, H. J. Digital correlation processors for	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter inhitiate warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 19 N84-10094 Direct digital design via pole placement techniques
EYTH, J., JR. Crew station evaluation in a dynamic flight simulation facility. F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems. p. 175 N85-19286 FABRI, J. Ceramic heat exchangers for gas turbines or turbojet engines. p. 116 N86-29858 FAHMY, M. A. K. Load carrying capacity of double circular arc gears. p. 92 N85-23776 FAIRHEAD, A. C. Advanced signal processing technology for future radar.	FIELD, E. C. Conductivity profiles of the disturbed polar ionosphere from VLF reflection data p. 186 - N86-27560. Effects of the ionosphere on ELF signals during polar cap absorption events. Comparison of theory and experiments p. 186 - N86-27562. FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p. 109 - N86-25373. FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerotoil testing p. 33 - N84-23573. FIRTIN, W. J. Optical modulators and bistable device sing molecular gases p. 237 - N85-29761.	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter inhitate warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 119 N84-10094 Direct digital design via pole placement techniques p 120 N84-10099
EYTH, J., JR. Crew station evaluation in a dynamic flight simulation facility. F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems. p. 175 N85-19286 FABRI, J. Ceramic heat exchangers for gas turbines or turbojet engines. p. 116 N86-29858 FAHMY, M. A. K. Load carrying capacity of double circular arc gears. p. 92 N85-23776 FAIRHEAD, A. C. Advanced signal processing technology for future radar systems. p. 192 N86-28368 FANCHER, M. F.	FIELD, E. C. Conductivity profiles of the disturbed polar ionosphere from VLF reflection data p 186 N86-27560 Effects of the ionosphere on ELF signals during polar cap absorption events Comparison of theory and experiments p 186 N86-27562 FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p 109 N86-2373 FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofolitesting p 33 N84-23573 FIRTH, W. J. Optical modulators and bistable device plang molecular gases p 237 N85-28761 FISCHER, N. J. Digital correlation processors for spread-spectrum-communication systems p 189 N86-28350 FISCHER, M. C.	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter inhitiate warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 19 N84-10094 Direct digital design via pole placement techniques
EYTH, J., JR. Crew station evaluation in a dynamic flight simulation facility. F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems. p. 175 N85-19286 FABRI, J. Ceramic heat exchangers for gas turbines or turbolet engines. p. 116 N86-29858 FAHMY, M. A. K. Load carrying capacity of double circular arc gears. p. 92 N85-23776 FAIRHEAD, A. C. Advanced signal processing technology for future radar systems. p. 192 N86-28368 FANCHER, M. F. Nonadiabatic model wall effects on transonic airfoil	FIELD, E. C. Conductivity profiles of the disturbed polar ionosphere from VLF reflection data p. 186 - N86-27560. Effects of the ionosphere on ELF signals during polar cap absorption events. Comparison of theory and experiments p. 186 - N86-27562. FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p. 109 - N86-25373. FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofolitesting p. 33 - N84-23573. FIRTIN, W. J. Optical modulators and bistable device sing molecular gases p. 237 - N85-29761. FISCHER, H. J. Digital correlation processors for spread-spectrum-communication-systems. p. 189 - N86-28350. FISCHER, M. C. Technology developments for laminar boundary layer.	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter rhistacle warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 119 N84-10094 Direct digital design via pole placement techniques p 120 N84-10099 FRANKLIN, J. A.
EYTH, J., JR. Crew stabon evaluation in a dynamic flight simulation facility. F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems. p. 175 N85-19286 FABBRI, J. Ceramic heat exchangers for gas turbines or turbojet engines. FAMBY, M. A. K. Load carrying capacity of double circular arc gears. p. 92 N85-23776 FAIRHEAD, A. C. Advanced signal processing technology for future radar systems. p. 192 N86-28368 FANCHER, M. F. Nonadabatic model wall effects on transonic airful performance in a cryogenic wind tunnel.	FIELD, E. C. Conductivity profiles of the disturbed polar knosphere from VLF reflection data p. 186 N86-27560 Effects of the ionosphere on ELF signals during polar cap absorption events Comparison of theory and experiments p. 186 N86-27562 FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p. 109 N86-25373 FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofolitesting p. 33 N84-23573 FIRTM, W. J. Optical modulators and bistable device sing molecular gases p. 237 N85-28761 FISCHER, M. J. Digital correlation processors for spre.ul-spectrum-communication-systems p. 189 N86-28350 FISCHER, M. C. Technology developments for laminar boundary layer control on subsonic transport aircraft p. 53 N85-16787	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter inhitiate warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 119 N84-10094 Direct digital design via pole placement techniques p 120 N84-10099 FRANKLIN, J. A. V/STOL maneuverability and control
EYTH, J., JR. Crew station evaluation in a dynamic flight simulation facility. F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems. p. 175 N85-19286 FABRI, J. Ceramic heat exchangers for gas turbines or furbojet engines. p. 116 N86-29858 FAHMY, M. A. K. Load carrying capacity of double circular arc gears. p. 92 N85-23776 FAIRHEAD, A. C. Advanced signal processing technology for future radar systems. FANCHER, M. F. Nonadabatic model wall effects on transonic airfoil performance in a cryogenic wind tunnel.	FIELD, E. C. Conductivity profiles of the disturbed polar knosphere from VLF reflection data p. 186 N86-27560. Effects of the knosphere on ELF signals during polar cap absorption events. Comparison of theory and experiments p. 186 N86-27562. FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p. 109 N86-2373. FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofolitesting p. 33 N84-23573. FIRTH, W. J. Optical modulators and bistable device sing molecular gases p. 237 N85-29761. FISCHER, H. J. Digital correlation processors for spread-spectrum-communication systems p. 189 N86-28350. FISCHER, M. C. Technology developments for laminar boundary layer control on subsonic transport aircraft p. 53 N85-16787. Design considerations for application of laminar flow	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter inhitate warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 119 N84-10094 Direct digital design via pole placement techniques p 120 N84-10099 FRANKLIN, J. A. V/STOL maneuverability and control P 40 N84-25632 FREMOUW, E. J. Recent Hillat results p 181 N86-27534
EYTH, J., JR. Crew staton evaluation in a dynamic flight simulation facility. F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems. p. 175 N85-19286 FABRI, J. Ceramic heat exchangers for gas turbines or turbojet engines. p. 116 N85-29858 FAHMY, M. A. K. Load carrying capacity of double circular arc gears. p. 92 N85-23776 FAIRHEAD, A. C. Advanced signal processing technology for future radar systems. p. 192 N86-28368 FAIRCHER, M. F. Nonackabatic model wall effects on transonic airful performance in a cryogenic wind tunnel. p. 34 N84-23579 FAMO, D. J.	FIELD, E. C. Conductivity profiles of the disturbed polar knosphere from VLF reflection data p. 186 - N86-27560. Effects of the knosphere on ELF signals during polar cap absorption events. Comparison of theory and experiments p. 186 - N86-27562. FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p. 109 - N86-25373. FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofolitesting p. 33 - N84-23573. FIRTIN, W. J. Optical modulators and bistable device sing molecular gases p. 237 - N85-29761. FISCHER, H. J. Digital correlation processors for spread-spectrum-communication-systems p. 189 - N86-28350. FISCHER, M. C. Technology developments for laminar boundary layer control on subsonic transport aircraft p. 53 - N85-16787. Design considerations for application of laminar flow control systems to transport aircraft p. 54 - N86-15270.	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter instacle warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 19 N84-10094 Direct digital design via pole placement techniques p 120 N84-10099 FRANKLIN, J. A. V/STOL maneuverability and control FREMOUW, E. J. Recent Hillal results p 181 N86-27534 FREMOUW, B. D.
EYTH, J., JR. Crew station evaluation in a dynamic flight simulation facility. F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems. p. 175 N85-19286 FABRI, J. Ceramic heat exchangers for gas turbines or furbojet engines. p. 116 N86-29858 FAHMY, M. A. K. Load carrying capacity of double circular arc gears. p. 92 N85-23776 FAIRHEAD, A. C. Advanced signal processing technology for future radar systems. FANCHER, M. F. Nonadabatic model wall effects on transonic airfoil performance in a cryogenic wind tunnel.	FIELD, E. C. Conductivity profiles of the disturbed polar ionosphere from VLF reflection data p 186 N86-27560 Effects of the ionosphere on ELF signals during polar cap absorption events Comparison of theory and experiments p 186 N86-27562 FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p 109 N86-25373 FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofolitesting p 33 N84-23573 FIRTH, W. J. Optical modulators and bistable device sing molecular gases p 237 N85-2876 FISCHER, H. J. Digital correlation processors for spread-spectrum-communication systems FISCHER, M. C. Technology developments for laminar boundary layer control on subsonic transport aircraft p 53 N85-16-787 Design considerations for application of laminar flow control systems to transport aircraft p 84 N86-15270 FISHER, D. F.	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter inhitacte warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 119 N84-10094 Direct digital design via pole placement hechiques p 120 N84-10099 FRANKLIN, J. A. V/STOL maneuverability and control FREMOUW, E. J. Recent Hitlat results p 181 N86-27534 FREMOUW, E. J. Current design requirements for corrosion control on
EYTH, J., JR. Crew station evaluation in a dynamic flight simulation facility. F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems. p. 175 N85-19286 FABRI, J. Ceramic heat exchangers for gas turbines or turbojet engines. p. 116 N86-29858 FAHMY, M. A. K. Load carrying capacity of double circular arc gears. p. 92 N85-23776 FAIRHEAD, A. C. Advanced signal processing technology for future radar systems. p. 192 N86-2868 FANCHER, M. F. Nonadababte model wall effects on transonic airfoil performance in a cryogenic wind tunnel. FAMG, D. J. Fading statistics of C-band satellite signal during solar maximum years (1978 - 1980). p. 163 N83-30900 FARASSAT, F.	FIELD, E. C. Conductivity profiles of the disturbed polar knosphere from VLF reflection data p. 186 N86-27560. Effects of the knosphere on ELF signals during polar cap absorption events. Comparison of theory and experiments p. 186 N86-27562. FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p. 109 N86-25373. FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofolitesting p. 33 N84-23573. FIRTIN, W. J. Optical modulators and bistable device sing molecular gases p. 237 N85-29761. FISCHER, H. J. Digital correlation processors for spread-spectrum-communication systems. p. 189 N86-28350. FISCHER, M. C. Technology developments for laminar boundary layer control on subsonic transport arcraft p. 53 N85-16787. Design considerations for application of laminar flow control systems to transport arcraft p. 84 N86-15270. FISHER, D. F. Flight and wind tunnel correlation of boundary layer.	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter instacle warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 19 N84-10094 Direct digital design via pole placement techniques p 120 N84-10099 FRANKLIN, J. A. V/STOL maneuverability and control FREMOUW, E. J. Recent Hillal results p 181 N86-27534 FREMOUW, B. D.
EYTH, J., JR. Crew station evaluation in a dynamic flight simulation facility. F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems. p. 175. N85-19286 FABRI, J. Ceramic heat exchangers for gas turbines or turbojet engines. p. 116. N86-29858 FAHMY, M. A. K. Load carrying capacity of double circular arc gears. p. 92. N85-23776 FAIRHEAD, A. C. Advanced signal processing technology for future radar systems. p. 192. N86-28368 FANCHER, M. F. Nonadababic model wall effects on transonic airfoil performance in a cryogenic wind tunnel. p. 34. N84-23579 FAMG, D. J. Fading statistics of C-band satellite signal during solar maximum years (1978 - 1980). p. 163. N83-30900 FARASSAT, F. Theoretical analysis of linearized acoustics and	FIELD, E. C. Conductivity profiles of the disturbed polar ionosphere from VLF reflection data p 186 N86-27560 Effects of the ionosphere on ELF signals during polar cap absorption events Comparison of theory and experiments p 186 N86-27562 FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p 109 N86-25373 FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofolitesting p 33 N84-23573 FIRTH, W. J. Optical modulators and bistable device sing molecular gases p 237 N85-2876 FISCHER, H. J. Digital correlation processors for spread-spectrum-communication systems FISCHER, M. C. Technology developments for laminar boundary layer control on subsonic transport aircraft p 53 N85-16-787 Design considerations for application of laminar flow control systems to transport aircraft p 84 N86-15270 FISHER, D. F.	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter inhitate warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 119 N84-10094 Direct digital design via pole placement techniques p 120 N84-10099 FRANKLIN, J. A. V/STOL maneuverability and control FREMOUW, E. J. Recent HiLat results p 181 N86-27534 FREMOUW, E. J. Current design requirements for corrosion control on helicopters p 38 N84-25616 FRESCO, J. Design and test requirements for development of today's
EYTH, J., JR. Crew station evaluation in a dynamic flight simulation facility. F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems. p. 175 N85-19286 FABRI, J. Ceramic heat exchangers for gas turbines or turbojet engines. p. 116 N86-29858 FAHMY, M. A. K. Load carrying capacity of double circular arc gears. p. 92 N85-23776 FAIRHEAD, A. C. Advanced signal processing technology for future radar systems. p. 192 N86-2868 FANCHER, M. F. Nonadabatic model wall effects on transonic airfoil performance in a cryogenic wind tunnel. p. 34 N84-23579 FANG, D. J. Fading statistics of C-band satellite signal during solar maximum years (1978 - 1980). p. 163 N83-30900 FARASSAT, F. Theoretical analysis of linearized acoustics and aerodynamics of advanced supersonic propellers.	FIELD, E. C. Conductivity profiles of the disturbed polar knosphere from VLF reflection data p. 186 N86-27560 Effects of the knosphere on ELF signals during polar cap absorption events Comparison of theory and experiments p. 186 N86-27562 FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p. 109 N86-25373 FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofoil testing p. 33 N84-23573 FIRTIN, W. J. Optical modulators and bistable device sing molecular gases p. 237 N85-29761 FISCHER, H. J. Digital correlation processors for spread-spectrum-communication systems p. 189 N86-28350 FISCHER, M. C. Technology developments for laminar boundary layer control on subsonic transport aircraft p. 53 N85-16787 Design considerations for application of laminar flow control systems to transport aircraft p. 84 N86-15270 FISHER, D. F. Flight and wind tunnel correlation of boundary layer transition on the AEDC transition cone	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys. PRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter richstacle warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 19 N84-10094 Direct digital design via pole placement techniques p 120 N84-10099 FRANKLIN, J. A. V/STOL maneuverability and control P40 N84-2534 FREMOUW, E. J. Recent Hillal results p 181 N86-27534 FREMOUW, E. J. Current design requirements for corrosion control on helicopters p 38 N84-25616 FRESCO, J. Design and test requirements for development of todays engrees p 104 N85-15737
Crew station evaluation in a dynamic flight simulation facility. F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems. p. 175. N85-19286 FABRI, J. Ceramic heat exchangers for gas turbines or turbojet engines. p. 116. N86-29858 FAHMY, M. A. K. Load carrying capacity of double circular arc gears. p. 92. N85-23776 FAIRHEAD, A. C. Advanced signal processing technology for future radar systems. FANCHER, M. F. Nonadiabatic model wall effects on transonic airfoil performance in a cryogenic wind tunnel. p. 34. N84-23579 FAMO, D. J. Fading statistics of C-band satellite signal during solar maximum years (1978 - 1980). p. 163. N83-30900 FARASSAT, F. Theoretical analysis of linearized acoustics and aerodynamics of advanced supersonic propellers. p. 72. N86-11156	FIELD, E. C. Conductivity profiles of the disturbed polar ionosphere from VLF reflection data p 186 N86-27560 Effects of the ionosphere on ELF signals during polar cap absorption events Comparison of theory and experiments p 186 N86-27562 FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p 109 N86-25373 FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofoli testing p 33 N84-23573 FIRTH, W. J. Optical modulators and bistable device—sing molecular gases p 237 N85-2876 FISCHER, H. J. Digital correlation processors for spread-spectrum-communication-systems p 189 N86-28350 FISCHER, M. C. Technology developments for laminar boundary layer control on subsonic transport aircraft p 53 N85-16787 Design considerations for application of laminar flow control systems to transport aircraft p 4 N86-1270 FISHER, D. F. Flight and wind tunnel correlation of boundary layer transition on the AEDC transition cone	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter inhitacte warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 119 N84-10094 Direct digital design via pole placement techniques p 120 N84-10099 FRANKLIN, J. A. V/STOL maneuverability and control FREMOUW, E. J. Recent Hitlat results p 181 N86-27534 FREMOUW, E. J. Current design requirements for corrosion control on helicopters p 38 N84-25616 FRESCO, J. Design and test requirements for development of today's engines
Crew station evaluation in a dynamic flight simulation facility. F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems. p.175. N85-19286 FABRI, J. Ceramic heat exchangers for gas turbines or turbojet engines. p.116. N86-29858 FAHMY, M. A. K. Load carrying capacity of double circular arc gears. p.92. N85-23776 FAIRHEAD, A. C. Advanced signal processing technology for future radar systems. p.192. N86-28368 FANCHER, M. F. Nonadababe model wall effects on transonic airfoil performance in a cryogenic wind tunnel. p.34. N84-23579 FANG, D. J. Fading statistics of C-band satellite signal during solar maximum years (1978 - 1980). p.163. N83-30900 FARASSAT, F. Theoretical analysis of linearized acoustics and aerodynamics of advanced supersonic propellers. p.72. N86-11156 FARNAZZO, E. Design of a wind tunnel afterbody model for the	FIELD, E. C. Conductivity profiles of the disturbed polar knosphere from VLF reflection data	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter instacle warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 19 N84-10094 Direct digital design via pole placement techniques p 120 N84-10099 FRANKLIN, J. A. V/STOL maneuverability and control FREMOUW, E. J. Recent Hillal results p 181 N86-27534 FREECH, R. D. Current design requirements for corrosion control on helicopters p 38 N84-25616 FRESCO, J. Design and test requirements for development of today's engines p 104 N85-15737 FREY, R. B. Some aspects of the micromechanics of hot spot
Crew station evaluation in a dynamic flight simulation facility. F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems. p.175 N85-19286 FABRI, J. Ceramic heat exchangers for gas turbines or furbojet engines. p.116 N86-29858 FAHMY, M. A. K. Load carrying capacity of double circular arc gears. p.92 N85-23776 FAIRHEAD, A. C. Advanced signal processing technology for future radar systems. FANCHER, M. F. Nonadabatic model wall effects on transonic airfoil performance in a cryogenic wind tunnel. p.34 N84-23579 FAMG, D. J. Fading statistics of C-band satellite signal during solar maximum years (1978 - 1980). p.163 N83-30900 FARASSAT, F. Theoretical analysis of linearized acoustics and aerodynamics of advanced supersonic propellers. p.72 N86-11156 FARINAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aerostit.	FIELD, E. C. Conductivity profiles of the disturbed polar ionosphere from VLF reflection data p 186 N86-27560 Effects of the ionosphere on ELF signals during polar cap absorption events Comparison of theory and experiments p 186 N86-27562 FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p 109 N86-25373 FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofoli testing p 33 N84-23573 FIRTH, W. J. Optical modulators and bistable device—sing molecular gases p 237 N85-29761 FISCHER, H. J. Digital correlation processors for spread-spectrum-communication systems p 189 N86-28350 FISCHER, M. C. Technology developments for laminar boundary layer control on subsonic transport aircraft p 53 N85-16787 Design considerations for application of laminar flow control systems to transport aircraft p 84 N86-15270 FISHER, D. F. Flight and wind tunnel correlation of boundary layer transition on the AEDC transition cone p 10 N83-30363 FISHER, J. F. A cost-effective night attack system for ground attack arcraft p 88 N86-26317 FLAGEAT, J.	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter inhitacte warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 119 N84-10094 Direct digital design via pole placement techniques p 120 N84-10099 FRANKLIN, J. A. V/STOL maneuverability and control FREMOUW, E. J. Recent Hitlat results p 181 N86-27534 FREMOUW, E. J. Current design requirements for corrosion control on helicopters p 38 N84-25616 FRESCO, J. Design and test requirements for development of today's engines
Crew station evaluation in a dynamic flight simulation facility. F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems. p. 175 N85-19286 FABRI, J. Ceramic heat exchangers for gas turbines or turbojet engines. p. 116 N86-29858 FAIMMY, M. A. K. Load carrying capacity of double circular airc gears. p. 92 N85-23776 FAIRHEAD, A. C. Advanced signal processing technology for future radar systems. FANCHER, M. F. Nonadababte model wall effects on transonic airfoil performance in a cryogenic wind tunnel. FAMG, D. J. Fading statistics of C-band satellite signal during solar maximum years (1978 - 1980). p. 163 N83-39900 FARASSAT, F. Theoretical analysis of linearized acoustics and aerodynamics of advanced supersonic propellers. p. 72 N86-11156 FARINAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aericant.	FIELD, E. C. Conductivity profiles of the disturbed polar knosphere from VLF reflection data	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter inhitiate warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 119 N84-10094 Direct digital design via pole placement techniques p 120 N84-10099 FRANKLIN, J. A. V/STOL maneuverability and control P 40 N84-25632 FREMOUW, E. J. Recent Hillat results p 181 N86-27534 FREMOUW, E. J. Current design requirements for corrosion control on helicopters p 38 N84-25616 FRESCO, J. Design and test requirements for development of today's engines Some aspects of the micromechanics of hot spot formation in energetic materials p 59 N85-17036 FREDRICHS, R. Experience in engine face. non-steady, flow
Crew station evaluation in a dynamic flight simulation facility. F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems. p. 175 N85-19286 FABRI, J. Ceramic heat exchangers for gas turbines or furbojet engines. p. 116 N86-29858 FAHMY, M. A. K. Load carrying capacity of double circular arc gears. p. 92 N85-23776 FAIRHEAD, A. C. Advanced signal processing technology for future radar systems. FANCHER, M. F. Nonadabatic model wall effects on transonic airfoil performance in a cryogenic wind tunnel. p. 34 N84-23579 FAMG, D. J. Fading statistics of C-band satellite signal during solar maximum years (1978 - 1980). p. 163 N83-30900 FARASAAT, F. Theoretical analysis of linearized acoustics and aerodynamics of advanced supersonic propellers. p. 72 N86-11156 FARINAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aerostit. p. 36 N84-23591	FIELD, E. C. Conductivity profiles of the disturbed polar ionosphere from VLF reflection data p. 186 N86-27560 Effects of the ionosphere on ELF signals during polar cap absorption events. Comparison of theory and experiments p. 186 N86-27562 FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p. 109 N86-25373 FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofolitesting p. 33 N84-23573 FIRTH, W. J. Optical modulators and bistable device sing molecular gases p. 237 N85-29761 FISCHER, H. J. Digital correlation processors for spread-spectrum-communication systems p. 189 N86-28350 FISCHER, M. C. Technology developments for laminar boundary layer control on subsonic transport aircraft p. 53 N85-16787 Design considerations for application of laminar flow control systems to transport aircraft p. 84 N86-15270 FISHER, D. F. Flight and wind tunnel correlation of boundary layer transition on the AEDC transition cone p. 10 N83-30363 FISHER, J. F. A cost effective night attack system for ground attack aircraft LAGEAT, J. The vertebral column. Selection and aptitude of combat.	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter inhitate warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 119 N84-10094 Direct digital design via pole placement techniques p 120 N84-10099 FRANKLIN, J. A. V/STOL maneuverability and control FRENCH, R. D. Current design requirements for corrosion control on helicopters p 38 N84-25616 FRESCO, J. Design and test requirements for development of today's engines p 104 N85-15737 FREY, R. B. Some aspects of the micromechanics of hot spot formation in energetic materials p 59 N85-17036 FRIEDRICHS, R. Experience in engine face, non-steady, flow measurements through a side and bottom engine ar inlet
Crew station evaluation in a dynamic flight simulation facility. F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems. p. 175 N85-19286 FABRI, J. Ceramic heat exchangers for gas turbines or turbojet engines. p. 116 N86-29858 FAHMY, M. A. K. Load carrying capacity of double circular arc gears. p. 92 N85-23776 FAIRHEAD, A. C. Advanced signal processing technology for future radar systems. FANCHER, M. F. Nonadiabatic model wall effects on transonic airfoil performance in a cryogenic wind tunnel. p. 34 N84-23579 FANG, D. J. Fading statistics of C-band satellite signal during solar maximum years (1978 - 1980). p. 163 N83-30900 FARASSAT, F. Theoretical analysis of linearized acoustics and aerodynamics of advanced supersonic propellers. p. 72 N86-11156 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft p. 36 N84-23591 FARIOLI, M. Advanced ND techniques for composite primary structures.	FIELD, E. C. Conductivity profiles of the disturbed polar knosphere from VLF reflection data p. 186 N86-27560 Effects of the knosphere on ELF signals during polar cap absorption events. Comparison of theory and experiments p. 186 N86-27562 FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p. 109 N86-25373 FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofolitesting p. 33 N84-23573 FIRTH, W. J. Optical modulators and bistable device—sing molecular gases p. 237 N85-29761 FISCHER, H. J. Digital correlation processors for spread-spectrum-communication systems p. 189 N86-28350 FISCHER, M. C. Technology developments for laminar boundary layer control on subsonic transport aircraft p. 53 N85-16787 Design considerations for application of laminar flow control systems to transport aircraft p. 84 N86-15270 FISHER, D. F. Flight and wind tunnel correlation of boundary layer transition on the AEOC transition cone p. 10 N83-30363 FISHER, J. F. A cost-effective night attack system for ground attack aircraft p. 88 N86-26317 FLAGEAT, J. F. A revertebral column. Selection and aptitude of combat aircraft piots of the future p. 227 N86-30322 FLAMAND, L. Significant parameters of the behavior and of the surface.	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter richstacle warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 19 N84-10094 Direct digital design via pole placement techniques p 120 N84-10099 FRANKLIN, J. A. V/STOL maneuverability and control FREMOUW, E. J. Recent Hillal results p 181 N86-27534 FREMOUW, E. J. Current design requirements for corrosion control on helicopters FRENCH, R. D. Current design requirements for development of today's engines p 104 N85-15737 FRESCO, J. Design and test requirements for development of today's p 194 N85-15737 FRESCO, J. Some aspects of the micromechanics of hot spot formation in energetic materials p 59 N85-17036 FRIEDRICH, R. D. Experience in engine face, non-steady, flow measurements through a side and bottom engine air intel duct
FABRI, J. Crew station evaluation in a dynamic flight simulation facility F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems p. 175 N85-19286 FABRI, J. Ceramic heat exchangers for gas turbines or turbolet engines p. 116 N86-29858 FAHMY, M. A. K. Load carrying capacity of double circular arc gears p. 92 N85-23776 FAIRHEAD, A. C. Advanced signal processing technology for future radar systems p. 192 N86-28368 FANCHER, M. F. Nonadiabatic model wall effects on transonic airfoil performance in a cryogenic wind tunnel p. 34 N84-23579 FAMO, D. J. Fading statistics of C-band satellite signal during solar maximum years (1978 - 1980) p. 163 N83-30900 FARASSAT, F. Theoretical analysis of linearized acoustics and aerodynamics of advanced supersonic propellers p. 72 N86-11156 FARINAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft p. 36 N84-23591 FARIOLI, M. Advanced ND techniques for composite primary structures p. 154 N84-10216	FIELD, E. C. Conductivity profiles of the disturbed polar ionosphere from VLF reflection data p 186 N86-27560 Effects of the ionosphere on ELF signals during polar cap absorption events Comparison of theory and experiments p 186 N86-27562 FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p 109 N86-25373 FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofoli testing p 33 N84-23573 FIRTH, W. J. Optical modulators and bistable device—sing molecular gases p 237 N85-29761 FISCHER, H. J. Digital correlation processors for spread-spectrum-communication systems p 189 N86-28350 FISCHER, M. C. Technology developments for laminar boundary layer control on subsonic transport aircraft p 53 N85-16787 Design considerations for application of laminar flow control systems to transport aircraft p 84 N86-15270 FISHER, D. F. Flight and wind tunnel correlation of boundary layer transition on the AEDC transition cone p 10 N83-30363 FISHER, J. F. A cost-effective night attack system for ground attack parcraft potos of the future p 227 N85-30322 FLAMAND, L. Significant parameters of the behavior and of the surface damage of the lubricated Hertzan contact. An application	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter rinstacle warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 119 N84-10094 Direct digital design via pole placement techniques p 120 N84-10099 FRANKLIN, J. A. V/STOL maneuverability and control FREMOUW, E. J. Recent Hitlat results p 181 N86-27534 FRENCH, R. D. Current design requirements for corrosion control on helicopters p 38 N84-25616 FRESCO, J. Design and test requirements for development of today's engines FREY, R. B. Some aspects of the micromechanics of hot spot formation in energetic materials p 59 N85-17936 FRIEDRICHS, R. Experience in engine face, non-steady, flow measurements through a side and bottom engine air inlet duct p 37 N84-23600 FRINT, H. K.
Crew station evaluation in a dynamic flight simulation facility. F FABRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems. p. 175 N85-19286 FABRI, J. Ceramic heat exchangers for gas turbines or turbojet engines. p. 116 N86-29858 FAHMY, M. A. K. Load carrying capacity of double circular arc gears. p. 92 N85-23776 FAIRHEAD, A. C. Advanced signal processing technology for future radar systems. FANCHER, M. F. Nonadabatic model wall effects on transonic airfoil performance in a cryogenic wind tunnel. FANCHER, M. F. Thoractical analysis of linearized acoustics and aerodynamics of advanced supersonic propellers. p. 72 N86-11156 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft. P. 36 N84-23591 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft. P. 36 N84-23591 FARIOLI, M. Advanced ND techniques for composite primary structures. P. 154 N84-10216 FARILLY, J. F. Modern hight instrument displays as a major military.	FIELD, E. C. Conductivity profiles of the disturbed polar ionosphere from VLF reflection data p. 186 N86-27560 Effects of the ionosphere on ELF signals during polar cap absorption events. Comparison of theory and experiments p. 186 N86-27562 FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p. 109 N86-28373 FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofolitesting p. 33 N84-23573 FIRTH, W. J. Optical modulators and bistable device—sing molecular gases p. 237 N85-28761 FISCHER, H. J. Digital correlation processors for spread-spectrum-communication systems p. 189 N86-28350 FISCHER, M. C. Technology developments for laminar boundary layer control on subsonic transport aircraft p. 53 N85-16787 Design considerations for application of laminar flow control systems to transport aircraft p. 54 N86-15270 FISHER, D. F. Flight and wind tunnel correlation of boundary layer transition on the AEDC transition cone p. 10 N83-30363 FISHER, J. F. A cost effective night attack system for ground attack aircraft FLAGEAT, J. The vertebral column. Selection and aptitude of combat aircraft piots of the future p. 227 N86-30322 FLAMAMD, L. Significant parameters of the behavior and of the surface damage of the lubricated Hortzian contact. An application to gears.	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter richstacle warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 119 N84-10094 Direct digital design via pole placement techniques p 120 N84-10099 FRANKLIN, J. A. V/STOL maneuverability and control p 40 N84-25632 FREMOUW, E. J. Recent Hillat results p 181 N86-27534 FRENCH, R. D. Current design requirements for corrosion control on helicopters p 38 N84-25616 FRESCO, J. Design and test requirements for development of today's engines Some aspects of the micromechanics of hot spot formation in energetic materials p 59 N85-17036 FREDRICHS, R. Experience in engine face, non-steady, flow measurements through a side and bottom engine air inlet duct FWINT, H. R. Manufacturing perspective in the design of bevel geaning p 93 N84-22600
Crew station evaluation in a dynamic flight simulation facility. F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems. p. 175 N85-19286 FABRI, J. Ceramic heat exchangers for gas turbines or furbojet engines. p. 116 N86-29858 FAHMY, M. A. K. Load carrying capacity of double circular arc gears. p. 92 N85-23776 FAIRHEAD, A. C. Advanced signal processing technology for future radar systems. FANCHER, M. F. Nonadiabatic model wall effects on transonic airfoil performance in a cryogenic wind tunnel. p. 34 N84-23579 FAMG, D. J. Fading statistics of C-band satellite signal during solar maximum years (1978 - 1980). p. 163 N83-30900 FARASSAT, F. Theoretical analysis of linearized acoustics and aerodynamics of advanced supersonic propellers. p. 72 N86-11156 FARINAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft. p. 36 N84-23591 FARIOLI, M. Advanced ND techniques for composite primary structures. FARILEY, J. F. Modern flight instrument displays as a major military aveston flight safety weekness.	FIELD, E. C. Conductivity profiles of the disturbed polar knosphere from VLF reflection data. p. 186. N86-27560. Effects of the knosphere on ELF signals during polar cap absorption events. Comparison of theory and experiments. p. 186. N86-27562. FIORENTIN, S. R. Small defect characterization in powder metallurgy materials. p. 109. N86-25373. FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofolitesting. p. 33. N84-23573. FIRTH, W. J. Optical modulators and bistable device. sing molecular gases. p. 237. N85-29761. FISCHER, H. J. Digital. correlation. processors for spread-spectrum-communication systems. p. 189. N86-28350. FISCHER, M. C. Technology developments for laminar boundary layer control on subsonic transport arcraft. p. 53. N85-16787. Design considerations for application of laminar flow control systems to transport aircraft. p. 84. N86-15270. FISHER, D. F. Flight and wind tunnel correlation of boundary layer transition on the AEDC transition cone. p. 10. N83-30363. FISHER, J. F. A cost-effective night attack system for ground attack arcraft. p. 88. N86-26317. FLAGEAT, J. The vertebral column. Selection and aptitude of combat aircraft pilots of the future. p. 227. N86-30322. FLAMAND, L. Significant parameters of the behavior and of the surface damage of the lubricated Hertzian contact. An application to gears.	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter instacle warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 19 N84-10094 Direct digital design via pole placement techniques p 120 N84-10099 FRANKLIN, J. A. V/STOL maneuverability and control P 40 N84-25632 FREMOUW, E. J. Recent HiLat results p 181 N86-27534 FREMOLW, E. J. Current design requirements for corrosion control on helicopters p 38 N84-25616 FRESCO, J. Design and test requirements for development of today's engines p 104 N85-15737 FREY, R. B. Some aspects of the micromechanics of hot spot formation in energetic materials p 59 N85-17036 FRIEDRICHS, RI. Experience in engine face, non-steady, flow measurements through a side and bottom engine air inlet duct p 37 N84-23600 FRINT, H. R. Manufacturing perspective in the design of bevel gearing p 39 N85-23777 FREDELL, E.
Crew station evaluation in a dynamic flight simulation facility. F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems. p. 175 N85-19286 FABBRI, J. Ceramic heat exchangers for gas turbines or turbojet engines. p. 116 N86-29858 FAHMY, M. A. K. Load carrying capacity of double circular arc gears. p. 92 N85-23776 FAIRHEAD, A. C. Advanced signal processing technology for future radar systems. p. 192 N86-2868 FANCHER, M. F. Nonadiababic model wall effects on transonic airfoil performance in a cryogenic wind tunnel. FANCHER, M. F. Theoretical analysis of inhearized acoustics and aerodynamics of advanced supersonic propellers. p. 72 N86-11156 FARINAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aerorati. p. 36 N84-23591 FARIOLI, M. Advanced ND techniques for composite primary structures. FARLEY, J. F. Modern flight instrument displays as a major mintary avietion light safety weekness. p. 31 N84-15098	FIELD, E. C. Conductivity profiles of the disturbed polar ionosphere from VLF reflection data p 186 N86-27560 Effects of the ionosphere on ELF signals during polar cap absorption events Comparison of theory and experiments p 186 N86-27562 FIGHENTIN, S. R. Small defect characterization in powder metallurgy materials p 109 N86-25373 FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofoli testing p 33 N84-23573 FIRTH, W. J. Optical modulators and bistable device—sing molecular gases p 237 N85-2876 FISCHER, H. J. Digital correlation processors for spread-spectrum-communication-systems p 189 N86-28350 FISCHER, M. C. Technology developments for laminar boundary layer control on subsonic transport aircraft p 53 N85-16787 Design considerations for application of laminar flow control systems to transport aircraft p 84 N86-1270 FISHER, D. F. Flight and wind tunnel correlation of boundary layer transition on the AEDC transition cone p 10 N83-30363 FISHER, J. F. A cost-effective night attack system for ground attack aircraft p 88 N86-26317 FLAGEAT, J. The vertebral column Selection and aptitude of combat aircraft p 527 N85-23783 FLAMAND, L. Significant parameters of the behavior and of the surface damage of the lubricated Hertzian contact: An application to gears	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter richstacle warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 19 N84-10094 Direct digital design via pole placement techniques p 120 N84-10099 FRANKLIN, J. A. V/STOL maneuverability and control P 40 N84-2532 FREMOUW, E. J. Recent Hillal results p 181 N86-27534 FREMOUW, E. J. Current design requirements for corrosion control on helicopters p 104 N85-15737 FRESCO, J. Design and test requirements for development of todays engines p 104 N85-15737 FRESCO, J. Some aspects of the micromechanics of hot spot formation in energetic materials p 59 N85-17036 FRIEDRICHS, R. Experience in engine face, non-steady, flow measurements through a side and bottom engine air inlet duct p 37 N85-23777 FROEBEL, E. Definition, sources and lowest possible levels of
Crew station evaluation in a dynamic flight simulation facility. F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems. p. 175 N85-19286 FABRI, J. Ceramic heat exchangers for gas turbines or furbojet engines. p. 116 N86-29858 FAHMY, M. A. K. Load carrying capacity of double circular arc gears. p. 92 N85-23776 FAIRHEAD, A. C. Advanced signal processing technology for future radar systems. FANCHER, M. F. Nonadiabatic model wall effects on transonic airfoil performance in a cryogenic wind tunnel. p. 34 N84-23579 FAMG, D. J. Fading statistics of C-band satellite signal during solar maximum years (1978 - 1980). p. 163 N83-30900 FARASSAT, F. Theoretical analysis of linearized acoustics and aerodynamics of advanced supersonic propellers. p. 72 N86-11156 FARINAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft. p. 36 N84-23591 FARIOLI, M. Advanced ND techniques for composite primary structures. FARILEY, J. F. Modern flight instrument displays as a major military aveston flight safety weekness.	FIELD, E. C. Conductivity profiles of the disturbed polar knosphere from VLF reflection data. p. 186. N86-27560. Effects of the knosphere on ELF signals during polar cap absorption events. Comparison of theory and experiments. p. 186. N86-27562. FIORENTIN, S. R. Small defect characterization in powder metallurgy materials. p. 109. N86-25373. FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofolitesting. p. 33. N84-23573. FIRTH, W. J. Optical modulators and bistable device. sing molecular gases. p. 237. N85-29761. FISCHER, H. J. Digital. correlation. processors for spread-spectrum-communication systems. p. 189. N86-28350. FISCHER, M. C. Technology developments for laminar boundary layer control on subsonic transport arcraft. p. 53. N85-16787. Design considerations for application of laminar flow control systems to transport aircraft. p. 84. N86-15270. FISHER, D. F. Flight and wind tunnel correlation of boundary layer transition on the AEDC transition cone. p. 10. N83-30363. FISHER, J. F. A cost-effective night attack system for ground attack arcraft. p. 88. N86-26317. FLAGEAT, J. The vertebral column. Selection and aptitude of combat aircraft pilots of the future. p. 227. N86-30322. FLAMAND, L. Significant parameters of the behavior and of the surface damage of the lubricated Hertzian contact. An application to gears.	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter rinstacle warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 119 N84-10094 Direct digital design via pole placement techniques p 120 N84-10099 FRANKLIN, J. A. V/STOL maneuverability and control FRENCH, R. D. Current design requirements for corrosion control on helicopters p 38 N84-25616 FRESCO, J. Design and test requirements for development of today's engines p 104 N85-15737 FREY, R. B. Some aspects of the micromechanics of hot spot formation in energetic materials p 59 N85-17036 FREDRICHS, R. Experience in engine face, non-steady, flow measurements through a side and bottom engine ar inlet duct p 37 N84-23600 FRINT, H. K. Manufacturing perspective in the design of bevel geeing p 93 N85-2377 FROEBEL, E. Delimition, sources and lowest possible levels of wind-turnel turbulence p 34 N84-23561
Crew station evaluation in a dynamic flight simulation facility. F FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems. p. 175 N85-19286 FABRI, J. Coramic heat exchangers for gas turbines or turbojet engines. p. 116 N86-29858 FAHMY, M. A. K. Load carrying capacity of double circular arc gears. p. 92 N85-23776 FAIRHEAD, A. C. Advanced signal processing technology for future radar systems. p. 192 N86-28368 FANCHER, M. F. Nonadababe model wall effects on transonic airfoil performance in a cryogenic wind turnel. p. 34 N84-23579 FANG, D. J. Fading statistics of C-band satellite signal during solar maximum years (1978 - 1980). p. 163 N83-30900 FARASSAT, F. Theoretical analysis of linearized acoustics and aerodynamics of advanced supersonic propellers. p. 72 N86-11156 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft. p. 36 N84-23591 FARNOLI, M. Advanced ND techniques for composite primary structures. p. 154 N84-10216 FARNER, M. Q. Adaptive flutter suppression, analysis and lest p. 118 N83-22219	FIELD, E. C. Conductivity profiles of the disturbed polar ionosphere from VLF reflection data p. 186 N86-27560 Effects of the ionosphere on ELF signals during polar cap absorption events. Comparison of theory and experiments p. 186 N86-27562 FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p. 109 N86-23573 FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofolitesting p. 33 N84-23573 FIRTH, W. J. Optical modulators and bistable device—sing molecular gases p. 237 N85-28761 FISCHER, H. J. Digital correlation processors for spread-spectrum-communication systems p. 189 N86-28350 FISCHER, M. C. Technology developments for laminar boundary layer control on subsonic transport aircraft p. 53 N85-16787 Design considerations for application of laminar flow control systems to transport aircraft p. 84 N86-15270 FISHER, J. F. A cost-effective night attack system for ground attack aircraft PLAGEAT, J. The vertebral column Selection and aptitude of combat aircraft piots of the future p. 227 N86-30322 FLAMAMD, L. Significant parameters of the behavior and of the surface damage of the lubricated Hertzian contact. An application to gears p. 94 N86-2278 FILETCHER, J. L'ayout considerations and types of V/STOL aircraft p. 40 N84-25629 FOLEY, G. E. Cherecterization of cumulative demage in composites	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world. 6 Preliminary site surveys FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter instacle warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 19 N84-10094 Direct digital design via pole placement techniques p 120 N84-10099 FRANKLIN, J. A. V/STOL maneuverability and control FRANKLIN, J. A. V/STOL maneuverability and control FREMOUW, E. J. Recent HiLat results p 181 N86-27534 FREMOU, R. D. Current design requirements for corrosion control on helicopters p 38 N84-25616 FRESCO, J. Design and test requirements for development of today's engines p 104 N85-15737 FREY, R. B. Some aspects of the micromechanics of hot spot formation in energetic materials p 59 N85-17036 FRIEDRICH, S. R. Experience in engine face, non-steady, flow measurements through a side and bottom engine air inleit duct p 37 N84-23600 FRIEDRICHS, R. Manufacturing perspective in the design of bevel geering FROEBEL E. Definition, sources and lowest possible levels of wind-turnel turbulence p 34 N84-23576 FROEBEL E.
Crew station evaluation in a dynamic flight simulation facility. FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems. P175 N85-19286 FABRI, J. Ceramic heat exchangers for gas turbines or turbojet engines. FAIRNE, M. A. K. Load carrying capacity of double circular arc gears. P92 N85-23776 FAIRNEAD, A. C. Advanced signal processing technology for future radar systems. FANCHER, M. F. Nonadabatic model wall effects on transonic airfoil performance in a cryogenic wind tunnel. P186-28368 FANCHER, M. F. Nonadabatic model wall effects on transonic airfoil performance in a cryogenic wind tunnel. P34 N84-23579 FAMG, D. J. Fading statistics of C-band satellite signal during solar maximum years (1978 - 1980). P163 N83-30900 FARASBAT, F. Theoretical analysis of linearized acoustics and aerodynamics of advanced supersonic propellers. P72 N86-11156 FARINAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft. P36 N84-23591 FARIOLI, M. Advanced ND techniques for composite primary structures. FARILEY, J. F. Modern flight instrument displays as a major military system flight instrument displays as a major military system flight sistely weakness. P18 N83-22219 FARMER, R. 6. Vew of future requirements for engine cyclic durability	FIELD, E. C. Conductivity profiles of the disturbed polar knosphere from VLF reflection data	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world. 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30695 LPI-radar for helicopter instacle warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 19 N84-10094 Direct digital design via pole placement techniques p 120 N84-10099 FRANKLIN, J. A. V/STOL maneuverability and control FREMOUW, E. J. Recent Hillal results p 181 N86-27534 FREMOLIN, B. D. Current design requirements for corrosion control on helicopters p 38 N84-256616 FRESCO, J. Design and test requirements for development of today's engines p 104 N85-15737 FREY, R. B. Some aspects of the micromechanics of hot spot formation in energetic materials p 59 N85-17036 FREDRICH, S. P. Experience in engine face, non-steady, flow measurements through a side and bottom engine air inlet duct p 37 N84-23600 FRINT, H. R. Manufacturing perspective in the design of bevel gearing p 39 N85-23777 FREEBEL, E. Definition, sources and lowest possible levels of wind-tunnel turbulence p 34 N84-2356 FROEBERD, P. L. A new technique for terrain toflowing/terrain avoidance guidence command generation p 89 N86-26325
Crew station evaluation in a dynamic flight simulation facility F FABRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems p 175 N85-19286 FABRI, J. Ceramic heat exchangers for gas turbines or turbojet engines p 116 N86-29858 FAHMY, M. A. K. Load carrying capacity of double circular arc gears p 92 N85-23776 FAIRHEAD, A. C. Advanced signal processing technology for future radar systems FANCHER, M. F. Nonadabatic model wall effects on transonic airfoil performance in a cryogenic wind tunnel FANCHER, M. F. Theoretical analysis of linearized acoustics and aerodynamics of advanced supersonic propellers p 72 N86-11156 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft p 36 N84-23591 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft p 36 N84-23591 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft p 36 N84-23591 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft p 36 N84-23591 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft p 36 N84-23591 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft p 36 N84-23591 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft p 36 N84-23591 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft p 37 N84-10216 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft p 18 N83-22291 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft p 18 N83-2206 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft p 18 N83-2219 FARNAZZO, E. Design of a wind tun	FIELD, E. C. Conductivity profiles of the disturbed polar ionosphere from VLF reflection data p 186 N86-27560 Effects of the ionosphere on ELF signals during polar cap absorption events Comparison of theory and experiments p 186 N86-27562 FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p 109 N86-25373 FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofoil testing p 33 N84-23573 FIRTH, W. J. Optical modulators and bistable device—sing molecular gases p 237 N85-28761 FISCHER, H. J. Digital correlation processors for spread-spectrum-communication-systems p 189 N86-28350 FISCHER, M. C. Technology developments for laminar boundary layer control on subsonic transport aircraft p 53 N85-16787 Design considerations for application of laminar flow control systems to transport aircraft p 84 N86-15270 FISHER, D. F. Flight and wind tunnel correlation of boundary-layer transition on the AEDC transition cone FISHER, J. F. A cost-effective night attack system for ground attack aircraft p 88 N86-26317 FLAGEAT, J. The vertebral column Selection and aptitude of combat aircraft piots of the future p 227 N86-30322 FLAMAND, L. Significant parameters of the behavior and of the surface damage of the lubricated Hertzian contact. An application to gears FLETCHER, J. Layout considerations and types of V/STOL aircraft p 40 N84-25629 FOLEY, G. E. Characterization of cumulative demage in composites during service.	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter inhitiate warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 119 N84-10094 Direct digital design via pole placement techniques p 120 N84-10099 FRANKLIN, J. A. V/STOL maneuverability and control p 40 N84-25632 FREMOUW, E. J. Recent Hillat results p 181 N86-27534 FREMOUW, E. J. Current design requirements for corrosion control on helicopters p 38 N84-25616 FRESCO, J. Design and test requirements for development of today's engines p 104 N85-15737 FREY, R. B. Some aspects of the micromechanics of hot spot formation in energetic materials p 59 N85-17036 FRIEDRICHS, R. Experience in engine face, non-steady, flow measurements through a side and bottom engine air inlet duct FWINT, H. R. Manufacturing perspective in the design of bevery gearing p 93 N85-2377 FROEBER, P. L. A new technique for terrain following/terrain avoidance grudence command generation p 89 N86-26325
Crew station evaluation in a dynamic flight simulation facility. FABBRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems. P175 N85-19286 FABRI, J. Ceramic heat exchangers for gas turbines or turbojet engines. FABRI, J. Load carrying capacity of double circular arc gears. p 92 N85-23776 FAIRHEAD, A. C. Advanced signal processing technology for future radar systems. FANCHER, M. F. Nonadiabatic model wall effects on transonic airfoil performance in a cryogenic wind tunnel. P34 N84-23579 FAMO, D. J. Fading statistics of C-band satellite signal during solar maximum years (1978 - 1980). FARASSAT, F. Theoretical analysis of linearized acoustics and aerodynamics of advanced supersonic propellers. P72 N86-11156 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft. Advanced ND techniques for composite primary structures. FARICLI, M. Advanced ND techniques for composite primary structures. FARICLI, M. Advanced ND techniques for composite primary structures. FARICLI, M. Advanced ND techniques for composite primary structures. FARICLI, M. Advanced ND techniques for composite primary structures. FARICLI, M. Advanced ND techniques for composite primary structures. FARICLI, M. Advanced ND techniques for composite primary structures. FARICLI, M. Advanced ND techniques for composite primary structures. FARICLI, M. Advanced ND techniques for composite primary structures. FARICLI, M. Advanced ND techniques for composite primary structures. FARICLI, M. Advanced ND techniques for composite primary structures. FARICLI, M. Advanced ND techniques for composite primary structures. FARICLI, M. Advanced ND techniques for composite primary structures. FARICLI, M. Advanced ND techniques for composite primary systems flight instrument displays as a major minitary avasition flight instrument displays as a major minitary avasition flight instrument displays and test p. 118 N83-22219 FARICLI, M. S.	FIELD, E. C. Conductivity profiles of the disturbed polar conosphere from VLF reflection data p. 186 N86-27560 Effects of the ionosphere on ELF signals during polar cap absorption events. Comparison of theory and experiments p. 186 N86-27562 FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p. 109 N86-25373 FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofolitesting p. 33 N84-23573 FIRTH, W. J. Optical modulators and bistable device—sing molecular gases p. 237 N85-29761 FISCHER, H. J. Digital correlation processors for spread-spectrum-communication systems p. 189 N86-28350 FISCHER, M. C. Technology developments for laminar boundary layer control on subsonic transport aircraft p. 53 N85-16787 Design considerations for application of laminar flow control systems to transport aircraft p. 84 N86-15270 FISHER, D. F. Flight and wind tunnel correlation of boundary layer transition on the AEDC transition cone p. 10 N83-30363 FISHER, J. F. A cost-effective night attack system for ground attack aircraft potos of the future p. 227 N86-30322 FLAMAND, L. Significant parameters of the behavior and of the surface damage of the lubricated Hertzian contact. An application to gears p. 94 N86-23783 FLETCHER, J. Layout considerations and types of V/STOL aircraft p. 40 N84-25629 FOLEY, G. E. Cherecterization of cumulative damage in composites during service.	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world. 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter instacle warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 19 N84-10094 Direct digital design via pole placement techniques p 190 N84-10099 FRANKLIN, J. A. V/STOL maneuverability and control P40 N84-25632 FREMOUW, E. J. Recent HiLal results p 181 N86-27534 FREWOLL, R. D. Current design requirements for corrosion control on helicopters p 38 N84-25616 FRESCO, J. Design and test requirements for development of today's engines p 104 N85-15737 FREY, R. B. Some aspects of the micromechanics of hot spot formation in energetic materials p 59 N85-17036 FRIEDRICHS, R. Experience in engine face, non-steady, flow measurements through a side and bottom engine air inlet duct p 37 N84-23600 FRINT, H. K. Manufacturing perspective in the design of bevel gearing p 39 N85-23777 FROEBEEL, E. Definition, sources and lowest possible levels of wind-funnel turbulence p 34 N84-2356 FROEBEEL, E. A new technique for terrain following/terrain avoidance guidance command generation p 89 N86-26325 FROEBERQ, P. L. A new dechinique for terrain following/terrain avoidance guidance command generation p 89 N86-26325 FROEBEL, L. A modern approach of a synthetic aperture radar
Crew station evaluation in a dynamic flight simulation facility F FABRI, F. Some propagation experimental results on protection techniques for line-of-sight digital systems p 175 N85-19286 FABRI, J. Ceramic heat exchangers for gas turbines or turbojet engines p 116 N86-29858 FAHMY, M. A. K. Load carrying capacity of double circular arc gears p 92 N85-23776 FAIRHEAD, A. C. Advanced signal processing technology for future radar systems FANCHER, M. F. Nonadabatic model wall effects on transonic airfoil performance in a cryogenic wind tunnel FANCHER, M. F. Theoretical analysis of linearized acoustics and aerodynamics of advanced supersonic propellers p 72 N86-11156 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft p 36 N84-23591 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft p 36 N84-23591 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft p 36 N84-23591 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft p 36 N84-23591 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft p 36 N84-23591 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft p 36 N84-23591 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft p 36 N84-23591 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft p 37 N84-10216 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft p 18 N83-22291 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft p 18 N83-2206 FARNAZZO, E. Design of a wind tunnel afterbody model for the development of a transonic combat aircraft p 18 N83-2219 FARNAZZO, E. Design of a wind tun	FIELD, E. C. Conductivity profiles of the disturbed polar ionosphere from VLF reflection data p 186 N86-27560 Effects of the ionosphere on ELF signals during polar cap absorption events Comparison of theory and experiments p 186 N86-27562 FIORENTIN, S. R. Small defect characterization in powder metallurgy materials p 109 N86-25373 FIRMIN, M. C. P. Disturbances from ventilated tunnel walls in aerofoil testing p 33 N84-23573 FIRTH, W. J. Optical modulators and bistable device—sing molecular gases p 237 N85-28761 FISCHER, H. J. Digital correlation processors for spread-spectrum-communication-systems p 189 N86-28350 FISCHER, M. C. Technology developments for laminar boundary layer control on subsonic transport aircraft p 53 N85-16787 Design considerations for application of laminar flow control systems to transport aircraft p 84 N86-15270 FISHER, D. F. Flight and wind tunnel correlation of boundary-layer transition on the AEDC transition cone FISHER, J. F. A cost-effective night attack system for ground attack aircraft p 88 N86-26317 FLAGEAT, J. The vertebral column Selection and aptitude of combat aircraft piots of the future p 227 N86-30322 FLAMAND, L. Significant parameters of the behavior and of the surface damage of the lubricated Hertzian contact. An application to gears FLETCHER, J. Layout considerations and types of V/STOL aircraft p 40 N84-25629 FOLEY, G. E. Characterization of cumulative demage in composites during service.	Current transmission systems p 91 N85-23767 FRANK, G. A. Hardware/software codesign for maintainable systems p 50 N85 16753 FRANK, L. H. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 FRANK, W. F. X. A mm-wave collision warning device for helicopters p 163 N83-30895 LPI-radar for helicopter inhitiate warning p 56 N85-16810 FRANKLIN, G. F. Fundamentals of analysis for digital control systems p 119 N84-10094 Direct digital design via pole placement techniques p 120 N84-10099 FRANKLIN, J. A. V/STOL maneuverability and control p 40 N84-25632 FREMOUW, E. J. Recent Hillat results p 181 N86-27534 FREMOUW, E. J. Current design requirements for corrosion control on helicopters p 38 N84-25616 FRESCO, J. Design and test requirements for development of today's engines p 104 N85-15737 FREY, R. B. Some aspects of the micromechanics of hot spot formation in energetic materials p 59 N85-17036 FRIEDRICHS, R. Experience in engine face, non-steady, flow measurements through a side and bottom engine air inlet duct FWINT, H. R. Manufacturing perspective in the design of bevery gearing p 93 N85-2377 FROEBER, P. L. A new technique for terrain following/terrain avoidance grudence command generation p 89 N86-26325

FROEHLING, R.	GEISSLER, W.	GMELIN, B.
Measures for materials conservation in aero-engine construction p 149 N84-33468	Unsteady boundary-layer separation on airfolis performing large-amplitude oscillations. Dynamic staff	Dynamic wind tunnel testing for active control research p 61 N65 22352
FROELICH, H.	p 144 N86-27231	Aspects of application of ACT systems for pilot workload
High speed digital image processing functions for a realtime synthetic aperture radar processor.	GENCO, L. V. Night vision support devices. Human engineering	atteviation p. 121 N85-26734 Aspects of application of ACT systems for pilot workload
p 189 N86-28355	integration p 223 N86-26808	alleviation p 125 N85-27887
FRY, C. D. Progress in modelling the polar ionosphere from sular	GENOUX, G.	Mission requirements and handling qualities p.70 N85-28918
and magnetosphere parameters p 185 N86-27556	Estimated analysis of the aeroelastic behavior of tail rotors p.16 N84 11129	GOEDEL, H.
FRY, D. E. The initial design of active control systems for a flexible	GEORGE, K. A.	Preliminary design of aircraft using structural optimization methods p.17 N84 t.1133
awcraft p 16 N84-11125	Navstar GPS applications to test and training p. 44 N84-34418	GOEI, J. H.
FULTON, R. E.	GERHAROT, L. A.	Design studies of thick laminar flow airfoils for low speed
impact of new computing systems on computational mechanics and flight vehicle structures technology	The sensing and display of three-dimensional	flight employing turbulent boundary layer suction over the rear part p 53 N85 16786
p.91 N85-10042	information with emphasis on solid modelling. Status and applications. p. 197. N86-19631.	GOLDWATER, D. J.
	GERMAIN, G.	Changes in cardiovascular function. Weightlessness and ground-based studies. p. 220 N85 31815
G	The quality of avionics software. Specification and evaluation. p.7. N83:22142	GONDET, J. F.
GADD, P.	GERSTEN, K.	Method for designing future weapons systems. Example of the very short distance ground air systems.
Condition monitoring of helicopter gearboxes using automatic vibration analysis techniques	Drag reduction due to boundary layer control by combined blowing and suction p. 52 NR5-16785	p 141 N84 31250
p 95 N85-23790	combined blowing and suction p.52 N85-16785 GEUDOU, J. V.	GONZALEZ, V. H. Propagation effects in satellite borne synthetic aperture
GAILLARD, J. F.	Inconel 718 alloy resistance to crack propagation	radars p 202 N84 15650
Non-invasive methods of cardiovascular exploration in aerospace medicine	p 105 N85-15740 GIANNINI, G.	GOODEY, J. H. A Canadian approach to flutter clearance for external
[AGARD-AG-277(E)] p 210 N84-21082	Reliable software design for avionics and space	stores p 117 N83-22216
The contribution of nuclear medicine to cardiology p.211 N84-21092	applications p.49 N85-16751	GOODMAN, J. M. The application of coal time model undate by oblique
GALAN, R.	GIAVOTTO, V. The role of aeroelasticity in the preliminary design of	The application of real time model update by oblique ionospheric sounders to frequency sharing
The man-machine interface in new generation commercial aircraft p.31 N84-15096	helicopter rotors p 16 N84 11130	p 161 N83 30883
GALBRAITH, L. D.	Fast flutter clearance by parameter variation	The development of an ionospheric model thesaurus and user's guide p 161 N83-30884
Hot gas APU starter for advanced aircraft applications o 99 N84:12176	p 17 N84 11135 GIBBON, C. F.	On the utilization of ionospheric diagnostics in the
GALINIER, M.	A comparison of the radiation hardness of various VLSI	single site location of HF emitters p. 204 NB4 15661 GOODWIN, M. J.
The quality of avionics software Specification and evaluation p.7. N83-22142	technologies for defense applications p.188 N86-28344	An experimental nonlinear optical waveguide device
GALPIN, R. K. P.	GIBBONS, T. B.	p 237 N85-29762 GOODYER, M. J.
A spectral emission mask for digital tropospheric scatter	Trace elements in superalloys and the implications for	Introduction to cryogenic wind tunnels
transmission p 165 N83-3090? GAMACHE, R. R.	recycling p 151 N84-33484 GIBBS, M. M.	p 132 N86-20416 GOORJIAN, P. M.
Automatic electron density profiles from digital	Technical evaluation report on Avionics Panel	Unsteady transonic aerodynamic and aeroelastic
ionograms p 204 N84-15659 GAMPE, F.	Specialists Meeting on Digital Optical Discuit Technology	calculations about airfoils and wings - ρ 65 N85 25185
Docking mechanism for in orbit assembly and spacecraft	AGARD AR-202 p 236 N85 2636?	Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p 144 N86 27231
servicing p 139 N84-24614 GANDERT, R.	Prospects for parallel nonlinear optical signal processing	GOOSSENS, P C
General Integrated Multipurpose Inflight Calibration	using GaAs etations and ZnS interference filters p.237 N85-29765	The standardization of bibliographic data p 243 NB4 21432
System (GIMICS) p 44 N84:34420 GANZER, U.	GIBSON, A. J.	GORMAN, F.
A short note on recent advances in the adaptive wall	tonospheric factors affecting the performance of HF	Multipath and Doppler observations during transatlantic digital HF propagation experiments – p 174 N85 19281
technique for 3D model tirsts at the TU Berlin	sky wave sea state radars p 203 N84-15656 lonospheric factors affecting the performance of HF	GOSS, W. C.
p 33 N84-23571 QARCIA, T. A.	sky-wave sea state radars at high latitudes	Inertial references based on single mode optical fiber waveguides p.13 N83.34896
Effects of broad-banded eye protection on dark	p 184 N86 27549 GIBSON, D. G.	GOSSAIN, D. M.
adaptation p 224 N86 26817 GARDNER, C. S.	Aeroelastic considerations in preliminary design of a	Structural design and test of the shuttle RMS
Remote sensing of atmospheric pressure and sea state	military combat aircraft p 17 N84-11132	p 135 NB3 30481 GOSTELOW, C. R.
from satellites using short-pulse multicolor taser altimeters p 206 N84-156/14	GIBSON, R. H. US MILSATCOM Present and future	Crack growth in near-alpha titanium alloys
GARIS. A.	p 232 N85 20753	p 109 N86-25371 GOTT, G. F.
Microprocessor implementation of fast sampling direct	GILBERT, W. P. Experimental investigation of forebody and wing	Occupancy measurements across the entire HF
digital flight-mode controllers p.1 N83 22096 GARNER, H. D.	leading-edge vortex interactions at high angles of attack	spectrum p 164 N83-30902 GOUDON, J. C.
Low cost fluidic sensors p.14 N83-3489*	p 77 NB4-12110 GILMORE, J. P.	The use of a self-compensated magnetometer in an
GARRETT, R. A.	Modular strapdown guidance unit with embedded	economical navigation system for the helicopter p.67 N85 26650
Effect of defects on aircraft composite structures p 155 N84-10221	microprocessors p 88 N84-25697 GILYARD, G. B.	GOUTELARD, C.
GARRIGAN, S. R.	Real-time flutter analysis of an active flutter-suppression	Adaptive protection of detection systems operating by
Robot software Current state of the art, and future challenges p.197 N86-19630	system on a remotely piloted research aircraft p 12 N83-30380	spread spectrum p 202 N84-15652 Contending with jamming in decametric waves in an
GARVER, W. R.	GIMMESTAD, D. W.	adaptive system of all-directional antennas
Fatigue crack topography and crack growth analysis p 201 N85-24333	Aeroelastic tailoring of high-aspect-ratio composite	p 202 N84-15653
GATHMAN, S. G.	wings in the transonic regime p 15 N84-11119 GIRODROUX-LAVIGNE, P.	A modem with pseudo-orthoganal codes Experimental results p 177 N85 19302
The effects of meteorology on marine aerosol and optical	Calculation of unsteady transonic separated flows by	Error correction coding for a self-adaptive modern
and in propagation p 169 N84-24950 GAUER, O. H.	viscous-inviscid interaction p 64 N85-25178 GISBEY, R. M.	Theoretical and experimental results p. 178 N85-19303
Cardiovascular research in space Problems and	The management of a large real-time military avionics	Optimisation des systems of transmission numerique
results p 220 N85-31817	project p.8 N83-22144 GJERSVIK, R. A.	transauroraux en ondes decametriques optimization of H F
GAUGETT, R. Simulation: A tool for cost-effective systems design and	Benefits to universities of a coordinated information	digital radio systems at high latitudes p.183 N86-27547
live test reduction p.68 N85-26657	structure p 240 N83-31542 GJESSING, D. T.	GOVE, N. B.
GAULT, J. W. Investigating version dependence in fault-tolerant	Multifrequency scattering for target characterization and	Open systems interconnection for the defence community p 242 N84:21426
software p 49 N85-16749	identification. A summary of recent results p 204 N84-15663	GOVINDAN, T. R.
GAUTHIER, J.	GLASER, J. J.	Annulus wall boundary layer development in a
The analysis of records of parameters. An indispensable tool in oversight and in operations control.	Aeroelastic design considerations for turboprop	compressor stage including the effects of tip clearance p.103 N84-16207
p 29 N84 15082	powerplant installations p 15 N84-11123 GLASOW, W. D.	GRAEBER, U. P.
GENLHAR, B. Full-scale flight and model-scale wind tunnel tests on	Manufacturing perspective in the design of bevel	Realisation of relaxed static stability on a commercial transport p 123 N85-26746
the nearfield noise characteristics of aircraft propellers	gearing p 93 N85-23777 GLEDHILL, R. A.	Realisation of relaxed static stability on a commercial
p 74 N86-11172	Crack growth in propellants p 59 N85-17034	transport p 126 NB5-27899
GEIER, W. Experimental investigation of delaminations in carbon	GLOERUD, H. Cost-effective missile guidance through distributed	GRAETER, R. Measures for materials conservation in aero-engine
fibre composite p 153 N84-10209	architecture and standard processes p 69 N85-26662	construction p 149 N84 33468

GRAF, H. J.	GRUENLING, H. W.	HALL, W. H.
Engine tests on a cooled gas turbine stage	Mechanical aspects of high temperature coatings	Techniques for interbus communication in a multibus
p 113 N86 29836	p 106 N85-15749	avionic system p 24 N84-15050
GRAHAM, C. G.	GRUETZMACHER, E.	HAMACHER, H.
External heat transfer study on a HP turbine rotor	Royal Netherlands Armed Forces Scientific and	Thermal cycling tests on materials and components for
blade p 111 N86-29828	Technical Documentation and Information-Center	space applications p 137 N83-30496
GRAHAM, R. B.	(TDCK) p 239 N83-31533	HAMBLING, B.
The medical results of human exposures to radio	GRUNDY, D. L.	The military user view of software support throughout
frequency radiation p 179 N85-27173	Bipolar VLSi technology p 187 N86-28340	the in-service life of avionic systems p 8 N83-22149
Radio Frequency Radiation (RFR) measurements in	GUEDRY, F. E., JA.	HAMILTON, B.
operational settings p 180 N85-27138	Results of a fongitudinal study of airsickness incidence	Micro-heads-up display for enhancement of night vision
GRAHNSTEDT, S.	during Naval flight officer training p 215 NB5-20649	goggie operations p 223 N86-26809
Attention, performance, and sustained activation in	GUENETTE, G. R.	HAMILTON, P. V.
military air traffic controllers p 209 NB4 21076	High frequency response heat flux gauge for metal	Visual capabilities related to fighter aircrew performance
GRAINGER, F. S.	blading p 115 N86-29850	in the F-14 and adversary aircraft p 227 N86-30320
	GUERBET, M.	· · · · · · · · · · · · · · · · · · ·
Helicopter data acquisition in WHL p 46 N85-15676	A comparative study in the animal of the toxicity of the	vision test battery threshold and response time as
GRANIERO, J. A.	combustion products of diverse materials	predictors of air-to-air visual target acquisition in F-14 and
Overview of RADC adaptive antenna developments for	p 213 N84 33015	adversary aircraft p 227 N86-30321
communications p 177 N85-19299	GUERIN, G.	HAMLIN, D. J.
GRANTHAM, R. E.	Thermal constraints in a helicopter during long duration	Navigation Accounting for copy p 66 N85-26641
VHF/UHF propagation studies on long over the horizon	flights under extreme climatic conditions	HAMROCK, B. J.
salt water radio paths p 162 N83-30887	p 209 N84-21078	Transmission efficiency measurements and correlations
GRAVELLE, A.	GUESMANN, B.	with physical characteristics of the lubricant
New methods of excitation, acquisition and data	Safety critical fast-real-time systems p.6 NB3-22128	p 93 N85-23781
reduction about unsteady wind tunnel tests	GUEZENNEC, C. Y.	HANCOCK, G. J.
p 37 N84-23599	Sustained physical activity in diverse situations	Dynamic effects of controls p 118 N84-10086
GRAVES, C. P.	Metabolic and hormone data p 209 N84-21077	On the interface between unsteady aerodynamics,
Secondary flows and losses in a turbine cascade	GUIBERT, A.	dynamics and control p 147 N86-27254
p 102 N84-16203	CFM 56-2. Oligocyclic fatigue of the turbofan disk	HANEY, J. F.
GRAY, A. G.	Dimensionning and tests for verification and	Navy's advanced aircraft armament system program
Substitution and conservation technology for	improvements p 106 N85-15750	concept objectives p 23 N84-15045
chromium p 150 N84-33473	GUICHETEAU, P.	HANFF, E. S.
GRAY, G.	Study of the transition behavior of an airplane in the	
Canadian forces approach to aircrew medical	vicinity of bifurcation points p 149 N86-27266	Recent developments and future directions in dynamic
selection p 225 N86-30311	GUIGNARD, J. C.	stability research at NAE, Ottawa p 35 N84-23582
GRAYBIEL, A.	Analysis of head motion during simulated, rough water	Dynamic nonlinear airloads Representation and
Influence of gravitoinertial force level on apparent	operation of a 2200 ton surface effect ship	measurement p 147 N86-27251
	p 216 N85-20656	HANKE, K.
magnitude of coriolis cross-coupled angular accelerations and motion sickness p 214 N85 20644	GURMAN, B.	Particular problems of airworthiness from an
GREEN, H. L.	Electroluminescent displays p 97 NB3 30421	ophthalmological view p 223 N86-26812
	GURUSWAMY, G. P.	New glasses for presbyopic pilots
Sleep and wake physiology in weightlessness	Unsteady fransonic aerodynamic and aeroelastic	p 223 N86-26814
p 221 N85 31819	daiculations about airfoils and wings p 65 N85-25185	HANSEN, I.
	Transonic aerodynamic and aeroelastic characteristics	Attention, performance, and sustained activation in
Response of propellants to high dynamic stresses. The	of a variable sweep wing p 144 N86-27237	military air traffic controllers p 209 N84-21076
uses of gun launch techniques p.59 N85 17035 GREEN, M. J.	GUSMANN, B	HANSEN, J. S.
	Documentation and separate test program development	Computation of influence of defects on static and fatigue
A semi-empirical unsteady transonic method with	is most important for test maintenance	strength of composites p 154 N84-10217
supersonic free stream p 64 N85 25179	p 49 N85-16745	HANSEN, R. S.
GREENSTEIN, L. J.	GUTTEBERG, O	Helicopter simulation validation using flight data
M. M. ath. material and analysis and all the contract of the c		
Multipath outage performance of digital radio receivers	Measurements of atmospheric effects on satellite links	p 11 N83-30372
using finite-tap adaptive equalizers p 170 N84-24955		Flight testing and development of the F/A-18A digital
using finite-tap adaptive equalizers p 170 N84-24955 GREENWALD, R. A.	Measurements of atmospheric effects on satellite links	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743
using finite-tap adaptive equalizers p 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24948	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital
using finite-tap adaptive equalizers p 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p 183 N86-27544	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24948 GUY, A. W.	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896
using finite-tap adaptive equalizers p 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p 183 N86, 27544 Observations of very high latitude sonospheric	Measurements of almospheric effects on satellite links at very low elevation angle p. 169 N84-24948 GUY, A. W. Thermal consequences of localized SAR from RFR	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G.
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude onospheric irregularities with the Good Bay HF radar	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-2494B GUY, A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 N8
using finite-tap adaptive equalizers p 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p 183 N86-27544 Observations of very high latitude ionospheric irregularities with the Good Bay HF radar p 184 N86-27553	Measurements of atmospheric effects on satellite links at very low elevation angle p.169 N84:24948 GUY, A. W. Thermal consequences of localized SAR from RFR exposures Hazards of VLF electromagnetic fields	Flight testing and development of the F/A-18A digital flight control system p 122 N85-278-96. Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 165 N83-30909
using finite-tap adaptive equalizers p 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p 183 N86-27544 Observations of very high latitude ionospheric irregularities with the Good Bay HF radar p 184 N86-27553 GREENWOOD, D. P.	Measurements of atmospheric effects on satellite inits at very low elevation angle p 169 N84-24948 GUY, A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 N85-28989 N85-2898 N85-28989 N85-2898 N85-
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude ionospheric irregularities with the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence	Measurements of atmospheric effects on satellite links at very low elevation angle p.169 N84:24948 GUY, A. W. Thermal consequences of localized SAR from RFR exposures Hazards of VLF electromagnetic fields	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 N8
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude oncospheric rregularities with the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric lurbulence effects on optical propagation p. 171 N84-24960	Measurements of atmospheric effects on satellite links at very low elevation angle p.169 N84:24948 GUY. A. W. Thermal consequences of localized SAR from RFR exposures p.179 N85:27130 Hazards of VLF electromagnetic fields p.180 N85:27136	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 165 N83-30909 HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANBURSE, C.
using finite-tap adaptive equalizers p. 170 N84.24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86,27544 Observations of very high latitude concephenic irregularities with the Good Bay HF radar p. 184 N86,27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84.24960 GREGORY-SMITH, D. G.	Measurements of atmospheric effects on satellite inits at very low elevation angle p 169 N84-24948 GUY. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 N85-27896 N85-27896 N85-27896 N85-27896 N85-27896 N85-27896 N85-27896 N85-28999 N85-289999 N85-28999 N85-2899 N85-
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N85, 27544 Observations of very high latitude oncospheric irregularities with the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH. D. G. Secondary flows and passes in a turbine cascade	Measurements of atmospheric effects on satellite links at very low elevativin angle p. 169 N84:24948 GUY, A. W. Thermal consequences of localized SAR from RFR exposures p. 179 N85:27130 Hazards of VLF electromagnetic fields p. 180 N85:27136	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 165 N83-30909 HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude concephence irregularities with the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and issess in a turbine cascade p. 102 N84-16203	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24948 GUY, A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 N85-27896 N85-27896 N85-27896 N85-27896 N85-27896 N85-27896 N85-2898 N85-28989 N85
using finite-tap adaptive equalizers p 170 N84:24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p 183 N86;27544 Observations of very high latitude encispheric irregularities with the Good Bay HF radar p 184 N86;27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on opicial propagation p 171 N84;24960 GREGORY-SMITH, D. G. Secondary flows and osses in a turbine cascade p 102 N84:16203 GRIDER, K. V.	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84:24948 GUY. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85:27130 Hazards of VLF electromagnetic fields p 180 N85:27136 M MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85:26642 HABBBY. S. F	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 N86-27551 N85-27896 N86-27551 N8ARI, S. Error correction coding for a self-adaptive modem
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 163 N86-27544 Observations of very high latitude concephence irregularities with the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and osses in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation present capability and future	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84:24948 GUY, A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85:27130 Hazards of VLF electromagnetic fields p 180 N85:27136 HABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85:26642 MABIBY, S. F. Numerical optical computing at the Ohio State	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 155 N83-30909 HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551 HARARI, S. Error correction coding for a self-adaptive modern Theoretical and experimental results
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude concephence irregularities with the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and obsess in a turbune cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation, present capability and future technology p. 142 N84-31254	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24948 GUV. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 H MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 MABIBY, S. F. Numerical optical computing at the Ohio State University p 239 N85-29775	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carner antennas p 155 N83-30909 HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551 HARARI, S. Error correction coding for a self-adaptive modem Theoretical and experimental results
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude conceptence irregularities with the Good Bay HF radar GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and osses in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation present capability and future technology p. 142 N84-31254 GRIFFIN, S. A.	Measurements of atmospheric effects on satellite links at very low elevativin angle p 169 N84:24948 GUY, A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85:27130 Hazards of VLF electromagnetic fields p 180 N85:27136 MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85:26642 HABBY, S. F. Numerical optical computing at the Ohio State p 239 N85:29775 MACK, G. A. J.	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 165 N83-30909 HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551 HARAIL, S. Error correction coding for a self-adaptive modem Theoretical and experimental results
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude concephence irregularities with the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and obsess in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation, present capability and future technology GRIFFIN, 3. A. Design of advanced technology maneuvering aircraft	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24948 GUY, A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 MABBY, S. F. Numerical optical computing at the Ohio State University p 239 N85-29775 MACK, G. A. J. Oxide dispersion strengthened alloys	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 N85-28909 N8
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude sonospheric integrations with the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and osses in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation, present capability and future technology p. 142 N84-31254 GRIFFIN, S. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility.	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24948 GUV. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 HABIBY. S. F. Numerical optical computing at the Ohio State University p 150 N85-2975 MACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84-33472	Flight testing and development of the F/A-18A digital flight control system p 122 NB5-26743 Flight testing and development of the F/A-18A digital flight control system p 126 NB5-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 165 NB3-30909 HANSON, R. Safety critical fast-real-time systems p 6 NB3-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 NB6-27551 HARARI, S. Error correction coding for a self-adaptive modem Theoretical and experimental results p 178 NB5-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and training surfaces of a square-sectioned duct rotating in the
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 163 N86-27544 Observations of very high latitude concephence irregularities with the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and obsess in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation present capability and future technology GRIFFIN, S. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p. 36 N84-23590	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24948 GUY, A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 MABLEY, S. F. Numerical optical computing at the Ohio State University p 239 N85-29775 MACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84-33472 MACKETT, J. E.	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 155 N83-30909 HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551 HARARI, S. Error correction coding for a self-adaptive modern Theoretical and experimental results p 178 N85-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude ionospheric irregularities with the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and obsess in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation, present capability and future technology p. 142 N84-31254 GRIFFIN, S. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p. 36 N84-23590 GRIGGS, M.	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24948 GUV. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 H MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 MABIBY. S. F Numerical optical computing at the Ohio State University p 239 N85-29775 MACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84-33472 MACKETT, J. E. Recent developments in three-dimensional wake	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 155 N83-30909 HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551 HARARI, S. Error correction coding for a self-adaptive modem Theoretical and experimental results p 178 N85-19303 HARAGAMA, S. P. Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode p 111 N86-29826 HARDY, G. H.
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude conceptence in the conceptence in the conceptence of the conce	Measurements of atmospheric effects on satellite links at very low elevativin angle p 169 N84:24948 GUY. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85:27130 Hazards of VLF electromagnetic fields p 180 N85:27136 MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85:26642 HABIBY. S. F. Numerical optical computing at the Ohio State University p 239 N85:29775 HACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84:33472 HACKETT, J. E. Recent developments in three-dimensional wake analysis p 184 N86-15273	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 165 N83-30909 HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551 HARARI, S. Error correction coding for a self-adaptive modem Theoretical and experimental results p 178 N85-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode p 111 N86-29826 HANDY, G. H. Design, development and flight test of a demonstration
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude concephence irregularities with the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and obsess in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation present capability and future technology g. 142 N84-31254 GRIFFIN, 3. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p. 36 N84-23590 GRIQGS, M. Satellite measurements of marine aerosols D. 206 N84-15671	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24948 GUV. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 H MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 MABIBY. S. F Numerical optical computing at the Ohio State University p 239 N85-29775 MACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84-33472 MACKETT, J. E. Recent developments in three-dimensional wake	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 N85-27896 N85-27896 N85-27896 N85-27896 N85-27896 N85-27896 N85-27896 N85-27896 N85-2896 N85-2866
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude oncospheric incomplete in the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric lurbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and osses in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation, present capability and future technology p. 142 N84-31254 GRIFFIN, S. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility. GRIGGS, M. Satellite measurements of marine aerosols b. 206 N84-15671 GRISSETT, J. D.	Measurements of atmospheric effects on satellite links at very low elevativin angle p 169 N84:24948 GUY. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85:27130 Hazards of VLF electromagnetic fields p 180 N85:27136 MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85:26642 HABIBY. S. F. Numerical optical computing at the Ohio State University p 239 N85:29775 HACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84:33472 HACKETT, J. E. Recent developments in three-dimensional wake analysis p 184 N86-15273	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-2786 HANSON, A. G. Gain patterns of microwave common carrier antennas p 165 N83-30909 HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551 HARARI, S. Error correction coding for a self-adaptive modem Theoretical and experimental results P 178 N85-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode P 111 N86-29826 HARDY, G. H. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067 HARDRAVE, P. J.
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 163 N86-27544 Observations of very high latitude concephence integularities with the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and obsess in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation present capability and future technology p. 142 N84-31254 GRIFFIN, S. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p. 36 N84-23590 GRIQGS, M. Satellite measurements of marine aerosols b. 206 N84-15671 GRISSETT, J. D. Relationship of cardiopulmonary fitness to flight	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24948 GUY, A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 HABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 HABIBY, S. F. Numerical optical computing at the Ohio State University p 239 N85-29775 HACK, G. A. J. Oxide dispersion strengthened alloys HACKETT, J. E. Recent developments in three-dimensional wake analysis P 84 N86-15273 HADOOM, J.	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 155 N83-3999 HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551 HARARI, S. Error correction coding for a self-adaptive modem Theoretical and experimental results P 178 N85-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode MANDY, G. H. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067 HARGRANE, P. J. A systolic array for high performance adaptive
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N85-27544 Observations of very high latitude sonospheric urgularities with the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and osses in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation, present capability and future technology p. 142 N84-31254 GRIFFIN, S. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p. 36 N84-23590 GRIGGS, M. Satellite measurements of marine aerosols b. 206 N84-15671 GRISSETT, J. D. Retationship of cardiopulmonary fitness to flight performance in factical aviation p. 228 N86-30326	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24948 GUV. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 MABIBY, S. F. Numerical optical computing at the Ohio State University p 299 N85-29775 MACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84-33472 MACKETT, J. E. Recent developments in three-dimensional wake analysis p 84 N86-15273 MADDON, J. Scintillation modelling and measurement remote-sensing start paths p 163 N83-30898 MAGGARTY, R. D.	Flight testing and development of the F/A-18A digital flight control system p 122 NB5-26743 Flight testing and development of the F/A-18A digital flight control system p 126 NB5-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 165 NB3-30909 HANSON, R. Safety critical fast-real-time systems p 6 NB3-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 NB6-27551 HARARI, S. Error correction coding for a self-adaptive modern Theoretical and experimental results p 178 NB5-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and training surfaces of a square-sectioned duct rotating in the orthogonal-mode HANDY, G. H. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067 HARORAVE, P. J. A systolic array for high performance adaptive beamforming p 189 N86-28356
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude conceptence irregularities with the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and osses in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation present capability and future technology p. 142 N84-31254 GRIFFIN, S. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p. 36 N84-23590 GRIGGS, M. Satellite measurements of marine aerosois p. 206 N84-15671 GRISSETT, J. D. Retationship of cardiopulmonary fitness to flight performance in tactical aviation p. 228 N86-30326 GROEN, F. C. A.	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24948 GUY, A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 HABBY, S. F. Numerical optical computing at the Ohio State University p 239 N85-29775 MACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84-33472 HACKETT, J. E. Recent developments in three-dimensional wake analysis; HADDON, J. Scrittiliation modelling and measurement A for for remote-sensing start paths.	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital light control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 155 N83-3999 HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-liatitude F region p 184 N86-27551 HARARI, S. Error correction coding for a self-adaptive modern Theoretical and experimental results P 178 N85-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode MANDY, G. H. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067 HARGRAVE, P. J. A systolic array for high performance adaptive
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude conceptions of very latitude co	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24948 GUV. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 HABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 MABIBY. S. F. Numerical optical computing at the Ohio State University p 239 N85-29775 MACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84-33472 MACKETT, J. E. Recent developments in three-dimensional wake pash N86-15273 MADDOM, J. Scriftliation modelling and measurement remote-sensing stant paths p 163 N83-30898 MAGGARTY, R. D. A revolutionary design method for VLS1 signal processors p 190 N86-28361	Flight testing and development of the F/A-18A digital flight control system Fight testing and development of the F/A-18A digital flight control system Flight testing and development of the F/A-18A digital flight control system Flight testing and development of the F/A-18A digital flight control system Flight testing and development of the F/A-18A digital flight control system Flight testing and development of the F/A-18A digital flight testing place. Gain patterns of microwave common carrier antisonates Flight N83-29128 HANSON, R. Safety critical fast-real-time systems Flight N83-22128 HANUISE, C. Small-scale irregularities in the high-flattude F region Flight N86-27551 HARARI, S. Error correction coding for a self-adaptive modern Theoretical and experimental results Flight N86-19303 HARAGGAMA, S. P. Local and mean heat transfer on the leading and training surfaces of a square-sectioned duct rotating in the orthogonal-mode HANDY, G. H. Design, development and flight test of a demonstration advanced avionics system Flight N86-2826 HARDRAME, P. J. A systolic array for high performance adaptive beamforming HARGRAVES, J. K. Statistics of auroral radio absorption in relation to
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude conceptence in the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and osses in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation present capability and future technology p. 142 N84-31254 GRIFFIN, S. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p. 36 N84-23590 GRIGGS, M. Satellite measurements of marine aerosols p. 206 N84-15671 GRISETT, J. D. Relationship of cardiopulmonary fitness to flight performance in tactical aviation p. 228 N86-30326 GROCENE, F. C. A. Sensors vision and tactile p. 197 N86-19629 GROCENEE, F. R.	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24948 GUY. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 HABBY. S. F. Numerical optical computing at the Ohio State University p 239 N85-29775 MACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84-33472 HACKETT, J. E. Recent developments in three-dimensional wake analysis p 84 N86-15273 HADDON, J. Scrintiliation modelling and measurement remote-sensing stant paths p 163 N83-30898 HAGGARTY, R. D. A revolutionary design method for VLSI signal processors p 190 N86-28361 HADDN, H.	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551 HARARI, S. Error correction coding for a self-adaptive modem Theoretical and experimental results p 178 N85-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode HANDY, G. H. Design, development and flight test of a demonstration advanced awonics system p 27 N84-15067 HARGRAVE, P. J. A systolic array for high performance adaptive beamforming HARGREAVES, J. K. Statistics of auroral radio absorption in relation to prediction models p 185 N86-27557
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude concephence inceptions with the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and obsess in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation present capability and future technology p. 142 N84-31254 GRIFFIN, S. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p. 36 N84-23590 GRIGGS, M. Satellite measurements of marine aerosols p. 206 N84-15671 GRISSETT, J. D. Relationship of cardiopulmonary friness to flight performance in factical avisition p. 228 N86-30326 GROEN, F. C. A. Sensors Vision and tactile p. 197 N86-19629 GROEN, F. C. A. Propeller and notor noise testing in aeroacoustic wind	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24948 GUV. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 HABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 MABIBY. S. F. Numerical optical computing at the Ohio State University p 239 N85-29775 MACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84-33472 MACKETT, J. E. Recent developments in three-dimensional wake pash N86-15273 MADDOM, J. Scriftliation modelling and measurement remote-sensing stant paths p 163 N83-30898 MAGGARTY, R. D. A revolutionary design method for VLS1 signal processors p 190 N86-28361	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 155 N83-3999 HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551 HARARI, S. Error correction coding for a self-adaptive modern Theoretical and experimental results P 178 N85-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode MANDY, G. H. Design, development and flight test of a demonstration advanced avonics system p 27 N84-15067 HARGRAVE, P. J. A systolic array for high performance adaptive beamforming p 189 N86-28356 HARGRAVES, J. K. Statistics of auroral radio absorption in relation to prediction models p 185 N86-27557
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude solatally adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude incospheric incomplex regularities with the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and posses in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation, present capability and future fechnology p. 1742 N84-31254 GRIFFIN, S. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p. 36 N84-23590 GRIGGS, M. Satellite measurements of marine aerosois p. 206 N84-15671 GRISSETT, J. D. Relationship of cardiopulmonary triness to flight performance in factical aviation p. 228 N86-30326 GROCEN, F. C. A. Propeller and rotor noise testing in aeroacoustic wind tunnels	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24948 GUY. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 HABBY. S. F. Numerical optical computing at the Ohio State University p 239 N85-29775 MACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84-33472 HACKETT, J. E. Recent developments in three-dimensional wake analysis p 84 N86-15273 HADDON, J. Scrintiliation modelling and measurement remote-sensing stant paths p 163 N83-30898 HAGGARTY, R. D. A revolutionary design method for VLSI signal processors p 190 N86-28361 HADDN, H.	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551 HARARI, S. Error correction coding for a self-adaptive modem Theoretical and experimental results p 178 N85-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode HANDY, G. H. Design, development and flight test of a demonstration advanced awonics system p 27 N84-15067 HARGRAVE, P. J. A systolic array for high performance adaptive beamforming HARGREAVES, J. K. Statistics of auroral radio absorption in relation to prediction models p 185 N86-27557
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude conceptence in the conceptence of the conce	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24948 GUY, A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 MABLEY, S. F. Numerical optical computing at the Ohio State University p 239 N85-29775 MACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84-33472 MACKETT, J. E. Recent developments in three-dimensional wake analysis. p 84 N86-15273 MADDON, J. Scritiliation modelling and measurement A tool for remote-sensing stant paths p 183 N83-30898 MAGGARTY, R. D. A revolutionary design method for VLSI signal processors MADN, H. Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805 MANNAS, A. B.	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 155 N83-30909 HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551 HARARI, S. Error correction coding for a self-adaptive modem Theoretical and experimental results p 178 N85-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode MANDY, G. H. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067 HARGRAYE, P. J. A systolic array for high performance adaptive beamforming p 189 N86-28356 HARGRAYES, J. K. Statistics of auroral radio absorption in relation to prediction models p 185 N86-27557 HARMANN, J. Do new arcraft need new technologies and certification rules? p 55 N85-23795
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude sonospheric integrations of very high latitude sonospheric integrations of very high latitude sonospheric regularities with the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and osses in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation, present capability and future technology graph of the p. 142 N84-31254 GRIFFIN, 3. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p. 36 N84-23590 GRIGGS, M. Satellite measurements of marine aerosols b. 200 N84-15671 GRISSETT, J. D. Retationship of cardiopulmonary fitness to flight performance in factical aviation p. 228 N86-30326 GROCHE, F. C. A. Sensors Vision and tactile p. 197 N86-19629 GROCHE, F. C. A. Propeller and rotor noise testing in aeroscoustic wind tunnels p. 74 N86-119629	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24948 GUV. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 MABIBY, S. F Numerical optical computing at the Ohio State University p 299 N85-29775 MACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84-33472 MACKETT, J. E. Recent developments in three-dimensional wake analysis p 84 N86-15273 MADDON, J. Scintillation modelling and measurement remote-sensing stant paths p 163 N83-30898 MAGGARTY, R. D. A revolutionary design method for VLSI signal processors MADON, H. Operational experiences with night vision goggles in helicopte low-level flight at right.	Flight testing and development of the F/A-18A digital flight control system p 122 NB5-26743 Flight testing and development of the F/A-18A digital flight control system p 126 NB5-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 165 NB3-30909 HANSON, R. Safety critical fast-real-time systems p 6 NB3-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 NB6-27551 HARARI, S. Error correction coding for a self-adaptive modern Theoretical and experimental results P 178 NB5-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and training surfaces of a square-sectioned duct rotating in the orthogonal-mode p 111 NB6-29826 HANDY, G. H. Design, development and flight test of a demonstration advanced avolicic system p 27 NB4-15067 HARORAVE, P. J. A systolic array for high performance adaptive beamforming p 189 NB6-28356 HARORAVES, J. K. Statistics of auroral radio absorption in relation to prediction models p 185 N86-27557 HARMANN, J. Do new arcraft need new technologies and certification
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude conceptence in the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and osses in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation present capability and future technology p. 142 N84-31254 GRIFFIN, S. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility. GRIGGS, M. Satellite measurements of marine aerosols p. 206 N84-15671 GRISETT, J. D. Relationship of cardiopulmonary triness to hight performance in tactical aviation p. 228 N86-30326 GROCHE, F. R. Propeller and rotor noise testing in aeroacoustic wind tunnels Aeroacoustic wind tunnel measurements on propeller noise p. 74 N86-11169 GROCHER, K. E.	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24948 GUY, A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 MABLEY, S. F. Numerical optical computing at the Ohio State University p 239 N85-29775 MACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84-33472 MACKETT, J. E. Recent developments in three-dimensional wake analysis. p 84 N86-15273 MADDON, J. Scritiliation modelling and measurement A tool for remote-sensing stant paths p 183 N83-30898 MAGGARTY, R. D. A revolutionary design method for VLSI signal processors MADN, H. Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805 MANNAS, A. B.	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 165 N83-30909 HANSON, R. Sately critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551 HARARI, S. Error correction coding for a self-adaptive modem Theoretical and experimental results p 178 N85-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode p 111 N86-29826 HANDY, G. H. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067 HARORAVE, P. J. A systolic array for high performance adaptive beamforming p 189 N86-28356 HAROREAVES, J. K. Statistics of Jauroral radio absorption in relation to prediction models p 185 N86-2757 HARMANN, J. Do new aircraft need new technologies and certification rules? p 95 N86-23795 HARMANISH, L. O. The application of real-time model update by oblique
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude concephence irregularities with the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and isses in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation present capability and future technology p. 184 N84-31254 GRIFFIR, S. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p. 36 N84-23590 GRIGGS, M. Satellite measurements of marine aerosols p. 206 N84-15671 GRIGGS, M. Sensors Vision and tactile p. 197 N86-19629 GROCH, F. C. A. Sensors Vision and tactile p. 197 N86-19629 GROCH, F. C. A. Propeller and roof noise testing in aeroacoustic wind tunnels p. 35 N84-23583 Aeroacoustic wind tunnel measurements on propeller noise p. 74 N86-11169 GROGEBAUER, K. E. Color display technology in advanced fighter cockpits	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24948 GUV. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 HABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 MABIBY. S. F. Numerical optical computing at the Ohio State University p 239 N85-29775 MACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84-33472 MACKETT, J. E. Recent developments in three-dimensional wake analysis p 84 N86-15273 MADOON, J. Scrittiliation modelling and measurement remote-sensing stant paths p 183-30898 MAGGARTY, R. D. A revolutionary design method for VLS1 signal processors p 190 N86-28361 N86-28361 NBC-286805 MAIDN, N. Operational experiences with hight vision goggles in helicopter low-level flight at night p 222 N86-26805 MAIDN, N.	Flight testing and development of the F/A-18A digital flight control system p 122 NBS-26743 Flight testing and development of the F/A-18A digital flight control system p 126 NBS-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 165 NB3-30909 HANSON, R. Safety critical fast-real-time systems p 6 NB3-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 NB6-27551 HARARI, S. Error correction coding for a self-adaptive modem Theoretical and experimental results HARAGAMA, S. P. Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode p 111 NB6-29826 HANDY, G. H. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067 HARGRAVE, P. J. A systolic array for high performance adaptive beamforming p 189 N86-28356 HARGREAVES, J. K. Statistics of autoral radio absorption in relation to prediction models p 185 N86-27557 HARMANN, J. Do new aircraft need new technologies and certification rules? P N86-23785 HARMISH, L. O.
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude ionospheric incomplex regularities with the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric lurbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and osses in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation, present capability and future technology p. 142 N84-31254 GRIFFIN, S. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility. GRIGGS, M. Satellite measurements of marine aerosols p. 206 N84-15671 GRISETT, J. D. Relationship of cardiopulmonary fitness to flight performance in factical aviation p. 228 N86-30326 GROCEN, F. C. A. Sensors vision and factile p. 197 N86-19629 GROCENE, F. R. Propeller and rotor noise testing in aeroacoustic wind tunnel measurements on propeller noise GROGEBAUER, K. E. Color display technology in advanced fighter cockpits p. 26 N84-15061	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24948 GUY. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 HABIBY. S. F Numerical optical computing at the Ohio State University p 239 N85-29775 HACK, G. A. J. Oride dispersion strengthened alloys p 150 N84-33472 HACKETT, J. E. Recent developments in three-dimensional wake analysis p 84 N86-15273 HADDON, J. Scrimiliation modelling and measurement remote-sensing slant paths p 163 N83-30898 HAGGARTY, R. D. A revolutionary design method for VLSI signal processors HADDN. H. Operational experiences with night vision goggles in helicopter low-level flight at riight p 22 N86-28805 HAINM. B. Aerodynamic interference A general overview p 21 N84-12080	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551 HARARI, S. Error correction coding for a self-adaptive modem Theoretical and experimental results p 178 N85-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode p 111 N86-29826 HANDY, G. H. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067 HARORAWE, P. J. A systolic array for high performance adaptive beamforming HARGREAVES, J. K. Statistics of auroral radio absorption in relation to prediction models p 185 N86-27557 HARMANN, J. Do new aircraft need new technologies and certification rules? P 95 N86-23795 HARMISH, L. O. The application of real-time model update by oblique ionospheric sounders to trequency sharing p 181 N83-30883
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude solutions of very high latitude conceptions of p. 171 N84-24960 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and osses in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation present capability and future technology p. 142 N84-31254 GRIFFIN, S. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p. 36 N84-23590 GRIGGS, M. Satellite measurements of marine aerosols p. 206 N84-15671 GRISSETT, J. D. Retationship of cardiopulmonary triness to flight performence in factical aviation p. 228 N86-30326 GROCEN, F. C. A. Sensors vision and tactile p. 197 N86-19629 GROGENALER, K. E. Color display technology in advanced fighter cockpits p. 26 N84-15061 GROGERAUER, K. E. Color display technology in advanced fighter cockpits p. 26 N84-15061	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24948 GUV. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 MABBY. S. F. Numerical optical computing at the Ohio State University p 239 N85-29775 MACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84-33472 MACKETT, J. E. Recent developments in three-dimensional wake analysis p 84 N86-15273 MADDON, J. Scintillation modelling and measurement remote-sensing start paths p 163 N83-30898 MADDON, J. A revolutionary design method for VLSI signal processors MAIDN, H. Operational experiences with hight vision goggles in helicopter low-level flight at night p 222 N86-28605 MAIDN, H. Aerodynamic interference A general overview p 21 N84-12080 MALPORD, Q. R.	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 155 N83-30909 HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551 HARARI, S. Error correction coding for a self-adaptive modem Theoretical and experimental results p 178 N85-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode HANDY, G. H. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067 HARGRAYE, P. J. A systolic array for high performance adaptive beamforming p 189 N86-28556 HARGRAYE, P. J. Statistics of aurgral radio absorption in relation to prediction models p 185 N86-27557 HARMANN, J. Do new airorat need new technologies and certification rules? p 95 N85-23795 HARMISH, L. O. The application of real-time model update by oblique ionosphenic sounders to frequency sharing p 161 N83-30883 HARRIS, M. E.
using fimite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude solatally adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude sonospheric incomplete in p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and posses in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation, present capability and future technology p. 174 N84-31254 GRIFFIN, S. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p. 36 N84-23590 GRIGGS, M. Satellite measurements of mattine aerosols p. 206 N84-15671 GRISSETT, J. D. Relationship of cardiopulmonary fitness to flight performance in tactical aviation p. 228 N86-30326 GROGEN, F. C. A. Sensors Vision and tactile p. 197 N86-19629 GROGCHE, F. R. Propeler and rotor noise testing in aerosoustic wind tunnels p. 35 N84-2358 Aeroscoustic wind tunnel measurements on propeller noise GROGGEBAUER, K. E. Color display technology in advanced fighter cockpits p. 26 N84-15061 GROSSER, W. F. Futter and steady/unsteady aerodynamic	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-2448B GUY, A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 MABBY, S. F. Numerical optical computing at the Ohio State University p 239 N85-29775 MACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84-33472 MACKETT, J. E. Recent developments in three-dimensional wake analysis p 84 N86-15273 N86-15273 MADDON, J. Scritiliation modelling and measurement A tool for remote-sensing stant paths p 163 N83-30898 MAGGARTY, R. D. A revolutionary design method for VLSI signal processors MADN, H. Operational experiences with night vision goggles in helicopter low-level light at night p 222 N86-26805 MANES, A. B. Aerodynamic interference A general overview p 21 N84-12080 External stores interference p 21 N84-12080 External stores interference p 21 N84-12080 MALPORD, G. R. Engine cyclic durability by analysis and material	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-2786 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 165 N83-30909 HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANUSE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551 HARARI, S. Error correction coding for a self-adaptive modern Theoretical and experimental results p 178 N85-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode p 111 N86-29826 HANDY, G. H. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067 HARORAWE, P. J. A systolic array for high performance adaptive beamforming p 189 N86-28356 HAROREAVES, J. K. Statistics of auroral radio absorption in relation to prediction models p 185 N86-27557 HARMANN, J. Do new arcraft need new technologies and certification rules? HARRIS, M. E. Avionics fault tree analyzer p 25 N84-15053
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude conceptence integritarities with the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and osses in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation present capability and future technology p. 142 N84-31254 GRIFFIN, S. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p. 36 N84-23590 GRIGGS, M. Satellite measurements of marine aerosols p. 206 N84-15671 GRISETT, J. D. Relationship of cardiopulmonary fitness to flight performance in facilical aviation p. 228 N86-30326 GROCEN, F. C. A. Sensors vision and tactile p. 197 N86-19629 GROCENE, F. R. Propeller and rotor noise testing in aeroacoustic wind tunnels p. 35 N84-23583 Aeroacoustic wind tunnel measurements on propeller noise p. 74 N86-11169 GROSEER, W. F. Futter and steady/unsteady aerodynamic characteristics of supercritical and convenitional transport	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24948 GUY. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 HABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 MABBY. S. F. Numerical optical computing at the Ohio State University p 239 N85-29775 N84-29775 N84-29775 N84-33472 MACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84-33472 MACKETT, J. E. Recent developments in three-dimensional wake analysis p 84 N86-15273 MADDOM, J. Scriftiliation modelling and measurement remote-sensing slant paths p 163 N83-30898 MAGGARTY, R. D. A revolutionary design method for VLSI signal processors p 190 N86-28361 NBDN, N. Operational experiences with hight vision goggles in helicopter low-level flight at right p 222 N86-26805 MAIDN, N. Engine cyclic durability by analysis and material testing p 16 N85-15744	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 165 N83-30909 HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551 HARARI, S. Error correction coding for a self-adaptive modem Theoretical and experimental results p 178 N85-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode p 111 N86-29826 HANDY, G. H. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067 HARGAMA, P. J. A systolic array for high performance adaptive beamforming p 189 N86-28356 HARGRAVE, P. J. A systolic array for high performance adaptive beamforming p 189 N86-28356 HARGRAVE, S. J. K. Statistics of auroral radio absorption in relation to prediction models HARGRAVES, J. K. Statistics of auroral radio absorption in relation to prediction models HARGRAVES, J. K. Statistics of auroral radio absorption in relation to prediction models HARGRAVES, J. K. Statistics of auroral radio absorption in relation to prediction models with the production of requirements of the production of requirements of the production of requirements of the N83-30883 HARRIS, M. E. Avonics fault tree analyzer p 25 N84-15053 Avonics fault tree analyzer p 25 N84-15053
using fimite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude sonospheric integrations with the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and osses in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation, present capability and future technology p. 142 N84-31254 GRIFFIN, S. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p. 36 N84-23590 GRIGGS, M. Satellite measurements of marine aerosols p. 206 N84-15671 GRISSETT, J. D. Retationship of cardiopulmonary fitness to flight performance in fatical aviation p. 228 N86-30326 GROGEN, F. C. A. Sensors Vision and tactile p. 197 N86-19629 GROGEN, F. C. A. Sensors Vision and tactile p. 197 N86-19629 GROGEN, F. R. Propeller and rotor noise testing in aeroscoustic wind tunnet p. 74 N86-1168 GROGGEBAUER, K. E. Color display technology in advanced fighter cockpits p. 26 N84-15061 GROGGER, W. F. Flutter and steady/unsteady aerodynamic characteristics of supercritical and convenional transport wings	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24948 GUY. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 MABIBY. S. F aumerical optical computing at the Ohio State University p 239 N85-29775 MACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84-33472 MACKETT, J. E. Recent developments in three-dimensional wake analysis p 84 N86-15273 MADDON, J. Scintillation modelling and measurement remote-sensing stant paths p 163 N83-30898 MAGGARTY, R. D. A revolutionary design method for VLSI signal processors MADDON, H. Operational experiences with night vision goggles in helicopter low-level flight at riight p 222 N86-28605 MAIDN, H. Operational experience with night vision goggles in helicopter low-level flight at riight p 222 N86-28605 MAIDN, A. B. Aerodynamic interference A general overview p 21 N84-12080 MALEPORD, Q. R. Engine cyclic durability by analysis and material testing p 106 N85-15744 MALEPAP, D. S.	Flight testing and development of the F/A-18A digital flight control system p 122 NB5-26743. Flight testing and development of the F/A-18A digital flight control system p 126 NB5-26784. Flight testing and development of the F/A-18A digital flight control system p 166 NB5-27896. ANSON, A. G. Gain patterns of microwave common carrier antennas p 165 NB3-30909. HANSON, R. Safety critical fast-real-time systems p 6 NB3-22128. HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 NB6-27551. HARARI, S. Error correction coding for a self-adaptive modem. Theoretical and experimental results. P 178 NB5-19303. HARAGAMA, S. P. Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode p 111 NB6-29826. HANDY, G. H. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067. HARGRAVE, P. J. A systolic array for high performance adaptive beamforming p 189 N86-28356. HARMANN, J. Do new arcraft need new technologies and certification rules? p 95 N85-23795. HARMANN, J. Do new arcraft need new technologies and certification rules? p 161 N83-30883. HARRIS, M. E. Avionics fault tree analyzer p 25 N84-15053. Avionics fault tree analyzer p 50 N85-16755.
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude conceptence in the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and osses in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation present capability and future technology p. 142 N84-31254 GRIFFIN, S. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility. p. 36 N84-23590 GRIGGS, M. Satellite measurements of marine aerosols p. 206 N84-15671 GRISETT, J. D. Relationship of cardiopulmonary timess to hight performance in factical aviation p. 228 N86-30326 GROCEN, F. C. A. Sensors vision and tactile p. 197 N86-19629 GROCENEE, F. R. Propeller and rotor noise testing in aeroacoustic wind tunnel measurements on propeller noise p. 74 N86-11169 GROSEER, W. F. Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings.	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-2448 GUY. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 MaBBY. S. F. Numerical optical computing at the Ohio State University p 239 N85-29775 MACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84-33472 MACKETT, J. E. Recent developments in three-dimensional wake analysis. P 84 N86-15273 MADDON, J. Scritililation modelling and measurement A fool for remote-sensing start paths p 163 N83-30898 MAGGARTY, R. D. A revolutionary design method for VLSI signal processors p 190 N86-28361 MADN, H. Operational experiences with night vision goggles in helicopter low-level flight at right p 222 N86-26805 MAIDN, H. Aerodynamic interference A general overview p 21 N84-12080 External stores interference p 21 N84-12080 MALEORD, Q. R. Engine cyclic durability by analysis and material lesting p 106 N85-15744 MALEPAP, D. S. Manufacturing developments to reduce strategic	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas Safety critical fast-real-time systems p 6 N83-22128 HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551 HARARI, S. Error correction coding for a self-adaptive modem Theoretical and experimental results p 178 N85-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode p 111 N86-29826 HANDY, G. H. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067 HARORAWE, P. J. A systolic array for high performance adaptive beamforming HARGREAVES, J. K. Statistics of auroral radio absorption in relation to prediction models p 185 N86-2355 HARMANN, J. Do new aircraft need new technologies and certification rules? HARNISH, L. O. The application of real-time model update by oblique ionospheric sounders to frequency sharing p 181 N83-30883 HARRIS, M. E. Avonics fault tree analyzer p 25 N84-15053 ANRISHON, G. F.
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude solutions of very high latitude conceptent p. 183 N86-27544 Observations of very high latitude conceptent regularities with the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and osses in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation present capability and future technology p. 142 N84-31254 GRIFFIN, S. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p. 36 N84-23590 GRIGGS, M. Satellite measurements of marine aerosols p. 206 N84-15671 GRISSETT, J. D. Relationship of cardiopulmonary titness to flight performance in factical avistion p. 228 N86-30326 GROCEN, F. C. A. Sensors Vision and tactile p. 197 N86-19629 GROGEN, F. R. E. Color display technology in advanced fighter cockpits p. 26 N84-15061 GROSER, W. F. Futter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport langes. M. D. Introduction to coding for HF communications	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24488 GUV. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 MABBY, S. F. Numerical optical computing at the Ohio State University p 239 N85-29775 MACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84-33472 MACKETT, J. E. Recent developments in three-dimensional wake analysis p 84 N86-15273 MADOON, J. Scrittiliation modelling and measurement remote-sensing slant paths p 163 N83-30898 MAGARTY, R. D. A revolutionary design method for VLS1 signal processors p 190 N86-28361 MAIDN, H. Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-2805 MAIDN, A. B. Aerodynamic interference A general overview p 21 N84-12080 External stores interference P 21 N84-12080 HALFPAP, D. S. Manufacturing developments to reduce strategic materials usage p 150 N84-334754	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 155 N83-30909 HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551 HARARI, S. Error correction coding for a self-adaptive modem Theoretical and experimental results p 178 N85-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode MANDY, G. H. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067 HARGRAVE, P. J. A systolic array for high performance adaptive beamforming p 189 N86-28356 HARGRAVES, J. K. Statistics of auroral radio absorption in relation to prediction models p 185 N86-27557 HARMANN, J. Do new airoratit need new technologies and certification rules? HARRIS, M. E. Avionics fault tree analyzer p 25 N84-15063 HARRIS, M. E. Avionics fault tree analyzer p 25 N84-15057 HARRIS, M. E. The role of thermal and stress analyses in the application
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude ionospheric incomplete integrations of very high latitude ionospheric incomplete incomplete integration of very high latitude ionospheric incomplete i	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-2448B GUY, A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 MABBY, S. F. Numerical optical computing at the Ohio State University p 239 N85-29775 MACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84-33472 HACKETT, J. E. Recent developments in three-dimensional wake analysis p 84 N86-15273 HADDON, J. Scritiliation modelling and measurement A tool for remote-sensing start paths p 163 N83-30898 HADDON, J. A revolutionary design method for VLSI signal processors p 190 N86-28361 MADN, H. Operational experiences with night vision goggles in helicopter low-level flight at right p 222 N86-2805 HANB, B. Aerodynamic interference A general overview p 21 N84-12080 External stores interference p 21 N84-12080 External stores interference p 150 N84-33475 Coating developments to restrict strategic materials usage naterials to restrict strategic materials usage	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-2786 HANSON, A. G. Gain patterns of microwave common carrier antennas p 165 N83-30909 HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551 HARARI, S. Error correction coding for a self-adaptive modem Theoretical and experimental results P 178 N85-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode p 111 N86-29826 HANDY, G. H. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067 HARORAWE, P. J. A systolic array for high performance adaptive beamforming HARGREAVES, J. K. Statistics of auroral radio absorption in relation to prediction models p 189 N86-28356 HARMANN, J. Do new aircraft need new technologies and certification rules? HARRIS, M. E. Avionics fault tree analyzer p 25 N84-15083 HARRIS, M. E. Avionics fault tree analyzer p 25 N84-15053 ANRIBSON, Q. F. The role of themal and stress analyses in the application of damage tolerant design p 108 N86-2336s
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude conceptent for all the p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and osses in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation present capability and future technology p. 184-16203 GRIDER, S. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p. 36 N84-23590 GRIGGS, M. Satellite measurements of marine aerosols p. 206 N84-15671 GRISERT, J. D. Relationship of cardiopulmonary fitness to flight performance in factical aviation p. 228 N86-30326 GROCEN, F. C. A. Sensors vision and tactile p. 197 N86-19629 GROGEN, E. C. A. Sensors vision and tactile p. 197 N86-19629 GROGENEE, F. R. E. Color display technology in advanced fighter cockpits p. 26 N84-15611 GROSEER, W. F. Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p. 117 N83-22218 GROSSER, W. F. Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p. 159 N83-30866 HF propagation measurements of Real-time Channet	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24948 GUY. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 Hazards of VLF electromagnetic fields p 180 N85-27136 Hazards of VLF electromagnetic fields p 180 N85-27136 N85-26642 HaBBY. S. F. Design adequacy An effectiveness factor p 66 N85-26642 HaBBY. S. F. Numerical optical computing at the Ohio State University p 239 N85-29775 HACK, G. A. J. Oxide dispersion strengthened alloys HACKETT, J. E. Recent developments in three-dimensional wake analysis p 84 N86-15273 HADDON, J. Scriftiliation modelling and measurement A fool for remote-sensing slant paths p 163 N83-30898 HADGON, J. A revolutionary design method for VLSI signal processors p 190 N86-28361 HAIDN, H. Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805 HAIDN, B. Operational experience A general overview p 21 N84-12080 External stores interference A general overview p 21 N84-12080 External stores interference A general overview p 150 N84-12080 Figure 1906 N85-15744 HALFORD, Q. R. Engine cyclic durability by analysis and material teating p 150 N84-33475 Coating developments to reduce strategic materials usage p 150 N84-33475 Coating developments to restrict strategic materials usage	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 155 N83-30909 HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551 HARARI, S. Error correction coding for a self-adaptive modem Theoretical and experimental results p 178 N85-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode p 111 N86-2826 HANDY, G. H. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067 HARGRAYE, P. J. A systolic array for high performance adaptive beamforming p 189 N86-28356 HARGRAYE, P. J. Do new arcraft need new technologies and certification rives? P 95 N85-23795 HARNISH, L. O. The application of real-time model update by oblique ionosphenic sounders to frequency sharing p 161 N83-30883 HARRIS, M. E. Avionics fault tree analyzer p 25 N84-15057 AVRINISH, L. O. The application of real-time model update by oblique ionosphenic sounders to frequency sharing p 161 N83-30883 HARRIS, M. E. Avionics fault tree analyzer p 25 N84-15053 AVRINISH, L. O. The application of real-time model update by oblique ionosphenic sounders to frequency sharing p 161 N83-30883 HARRIS, M. E. Avionics fault tree analyzer p 25 N84-15053 AVRINISH, L. O. The application of real-time model update by oblique ionosphenic sounders to frequency sharing p 161 N83-30883 HARRIS, M. E. Avionics fault tree analyzer p 25 N84-15053 Avionics fault tree analyses and artifical intelligence for future arcraft maintenance p 50 N85-16755 HARRISON, R. C.
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude solatally adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude sonospheric interpolations with the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and osses in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation, present capability and future technology p. 142 N84-31254 GRIFFIN, S. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p. 36 N84-23590 GRIGGS, M. Satellite measurements of martine aerosols p. 206 N84-15671 GRISSETT, J. D. Relationship of cardiopulmonary friness to flight performance in factical aviation p. 228 N86-30326 GROGEN, F. C. A. Sensors Vision and tactile p. 197 N86-19629 GROGCHE, F. R. Propeller and rotor noise testing in aerosoustic wind tunnets p. 35 N84-2358 Aeroacoustic wind tunnet measurements on propeller noise p. 74 N86-11169 GROGGEBAUER, K. E. Color display technology in advanced fighter cockpits p. 26 N84-15081 GROSSER, W. F. Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wing g. GROSSER, W. F. Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wing g. GROSSER, W. F. Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wing g. GROSSER, W. F. Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wing g. H. P. propagation measurements for Real-Time Channet Evaluation (RTCE) systems p. 159 N83-30819	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24488 GUV. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 MaBiey. S. F. Numerical optical computing at the Ohio State University p 239 N85-29775 MACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84-33472 MACKETT, J. E. Recent developments in three-dimensional wake analysis p 84 N86-15273 MADDON, J. Scintillation modelling and measurement A tool for remote-sensing stantipaths p 163 N83-30898 MAGGARTY, R. D. A revolutionary design method for VLS1 signal processors MAIDN, H. Operational experiences with hight vision goggles in helicopter low-level light at night p 222 N86-28605 MAIDN, H. Operational experience A general overview p 21 N84-12080 MAIDN, B. External stores interference A general overview p 21 N84-12080 MALE-ORD, Q. R. Engine cyclic durability by analysis and material testing MALE-PAP, D. S. Manufacturing developments to reduce strategic materials usage p 150 N84-33463 MALL, L. M.	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-2786 HANSON, A. G. Gain patterns of microwave common carrier antennas p 165 N83-30909 HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551 HARARI, S. Error correction coding for a self-adaptive modem Theoretical and experimental results P 178 N85-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode p 111 N86-29826 HARDY, G. H. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067 HARORAWE, P. J. A systolic array for high performance adpartmental periodiction models p 189 N86-28356 HARGREAVES, J. K. Statistics of auroral radio absorption in relation to prediction models p 189 N86-23557 HARMANN, J. Do new aircraft need new technologies and certification rules? HARRIS, M. E. Avionics fault tree analyzer p 25 N84-15053 HARRIS, M. E. Avionics fault tree analyzer p 25 N84-15053 HARRIS, M. E. Avonics fault tree analyzer p 25 N84-15053 HARRISON, Q. F. The role of themmal and stress analyses in the application of damage tolerant design p 108 N86-23366
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude conceptence in the conceptence in the conceptence of the conceptence in the conceptence of the conc	Measurements of atmospheric effects on satellite innis at very low elevation angle p 169 N84-2448 GUY. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 Hazards of VLF electromagnetic fields p 180 N85-27136 MABAYEB, A. R. Design adequacy An effectiveness factor p 66 N85-26642 MABBY. S. F. Numerical optical computing at the Ohio State University p 239 N85-29775 MACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84-33472 MACKETT, J. E. Recent developments in three-dimensional wake analysis. p 84 N86-15273 MADDON, J. Scritililation modelling and measurement A fool for remote-sensing start paths p 163 N83-30898 MAGGARTY, R. D. A revolutionary design method for VLSI signal processors p 190 N86-28361 MADN, H. Operational experiences with night vision goggles in helicopter low-level flight at right p 222 N86-26805 MAIDN, H. Operational experience A general overview p 21 N84-12080 External stores interference p 21 N84-12080 P 21 N84-12080 MALEORD, Q. R. Engine cyclic durability by analysis and material lesting p 150 N84-33475 Coating developments to reduce strategic materials usage p 151 N84-33483 MALL, I. M. Inviscid compressible flow past a multi-element	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 155 N83-30909 HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551 HARARI, S. Error correction coding for a self-adaptive modem Theoretical and experimental results p 178 N85-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode p 111 N86-2826 HANDY, G. H. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067 HARGRAYE, P. J. A systolic array for high performance adaptive beamforming p 189 N86-28356 HARGRAYE, P. J. Do new arcraft need new technologies and certification rives? P 95 N85-23795 HARNISH, L. O. The application of real-time model update by oblique ionosphenic sounders to frequency sharing p 161 N83-30883 HARRIS, M. E. Avionics fault tree analyzer p 25 N84-15057 AVRINISH, L. O. The application of real-time model update by oblique ionosphenic sounders to frequency sharing p 161 N83-30883 HARRIS, M. E. Avionics fault tree analyzer p 25 N84-15053 AVRINISH, L. O. The application of real-time model update by oblique ionosphenic sounders to frequency sharing p 161 N83-30883 HARRIS, M. E. Avionics fault tree analyzer p 25 N84-15053 AVRINISH, L. O. The application of real-time model update by oblique ionosphenic sounders to frequency sharing p 161 N83-30883 HARRIS, M. E. Avionics fault tree analyzer p 25 N84-15053 Avionics fault tree analyses and artifical intelligence for future arcraft maintenance p 50 N85-16755 HARRISON, R. C.
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86, 27544 Observations of very high latitude shoospheric integrations with the Good Bay HF radar p. 184 N86, 27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SNITTH, D. G. Secondary flows and osses in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation, present capability and future technology gradient p. 142 N84-31254 GRIFFIN, S. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p. 36 N84-23590 GRIGGS, M. Satellite measurements of marine aerosols b. 200 N84-15671 GRISSETT, J. D. Relationship of cardiopulmonary triness to flight performance in tactical aviation p. 228 N86-30326 GROCIEN, F. C. A. Sensors vision and tactile p. 197 N86-19629 GROGGERAUER, K. E. Color display technology in advanced lighter cockpits p. 74 N88-11169 GROGGERAUER, K. E. Color display technology in advanced lighter cockpits p. 26 N84-15061 GROGGER, W. F. Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings GROGGER, W. F. Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings GROGGER, F. C. A. Sensors of supercritical and conventional transport wings GROGGER, W. F. Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings GROGGER, F. C. P. Propagation measurements for Real-Time Channel Evaluation (RTCE) systems p. 159 N83-30871 GRIGGER, Systems for control design.	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24488 GUY. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 Hazards of VLF electromagnetic fields p 180 N85-26642 HABIBY, S. F. Numerical optical computing at the Ohio State University p 239 N85-29775 N85-29775 HACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84-33472 HACK, G. A. J. Oxide dispersion strengthened alloys p 180 N84-33472 HADDOM, J. Scriftiliation modelling and measurement remote-sensing stant paths p 183 N83-30898 HAGGARTY, R. D. A revolutionary design method for VLS1 signal processors p 190 N86-28361 HaDDN, H. Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805 HAIDN, H. Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805 HAIDN, H. Operational experiences with night vision goggles in helicopter low-level flight at night p 221 N84-12080 External stores interference A general overview p 21 N84-12080 External stores interference A general overview p 150 N85-15748 HALFPAP, D. S. Manufacturing developments to reduce strategic materials usage p 150 N84-33475 Coating developments to restrict strategic materials usage p 151 N85-16776 invision p 151 N85-16776	Flight testing and development of the F/A-18A digital flight control system p 122 NB5-26743 Flight testing and development of the F/A-18A digital flight control system p 126 NB5-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 165 NB3-30909 HANSON, R. Safety critical fast-real-time systems p 6 NB3-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 NB6-27551 HARARI, S. Error correction coding for a self-adaptive modem Theoretical and experimental results P 178 NB5-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and training surfaces of a square-sectioned duct rotating in the orthogonal-mode p 111 NB6-29826 HANDY, G. H. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067 HARORAVE, P. J. A systolic array for high performance adaptive beamforming p 189 N86-28356 HARRIST, S. Statistics of auroral radio absorption in relation to prediction models p 185 N86-27557 HARMANN, J. Do new aircraft mend new technologies and certification rules? HARRIS, M. E. Avionics fault tree analyzer p 25 N85-23995 HARRISS, M. E. Avionics fault tree analyzer p 25 N84-15057 AMRIBSON, Q. F. The role of thermal and stress analyses in the application of damage tolerant design p 108 N86-25366 HARRISON, R. Q. Optical modulators and bistable devices using molecular
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86-27544 Observations of very high latitude ionospheric incomplete in the Good Bay HF radar p. 184 N86-27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SMITH, D. G. Secondary flows and osses in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation, present capability and future rechnology p. 142 N84-31254 GRIFFIN, S. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility. GRIGGS, M. Satellite measurements of marine aerosols p. 206 N84-15671 GRISETT, J. D. Relationship of cardiopulmonary triness to flight performance in factical aviation p. 228 N86-30326 GROCEN, F. C. A. Sensors vision and tactile p. 197 N86-19629 GROCENER, F. R. Propeller and rotor noise testing in aeroacoustic wind tunnel measurements on propeller noise p. 74 N86-11169 GROSER, W. F. Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings p. 159 N83-30866 HF propagation measurements for Real-Time Channel Evaluation (RTCE) systems p. 159 N83-30871 GRUESEL, Q. Systematic computer aided control design. p. 118-22097	Measurements of atmospheric effects on satellite inits at very low elevation angle p 169 N84-2448 GUY, A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 Hazards of VLF electromagnetic fields p 180 N85-27136 P 180 N85-2	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 165 N83-30909 HANSON, R. Satery critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551 HARARI, S. Error correction coding for a self-adaptive modem Theoretical and experimental results p 178 N85-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode p 111 N86-29826 HANDY, G. H. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067 HARORAVE, P. J. A systolic array for high performance adaptive beamforming p 189 N86-2836 HAROREAVES, J. K. Statistics of auroral radio absorption in relation to prediction models p 185 N86-27557 HARMANN, J. Do new aircraft need new technologies and certification rules? p 95 N85-23795 HARMISM, L. O. The application of real-time model update by oblique ionosphenic sounders to frequency sharing into avionics fault tree analyzer p 25 N84-15053 Avonics fault tree analyzer p 550 N85-16755 HARRIS, M. E. Avonics fault tree analyzer p 50 N85-16755 HARRISON, G. F. The role of thermal and stress analyses in the application of damage tolerant design p 108 N86-2366 HARRISON, R. Q. Optical modulators and bistable devices using molecular gases
using finite-tap adaptive equalizers p. 170 N84-24955 GREENWALD, R. A. High latitude spatially adaptive propagation experiment p. 183 N86, 27544 Observations of very high latitude shoospheric integrations with the Good Bay HF radar p. 184 N86, 27553 GREENWOOD, D. P. Adaptive compensation for atmospheric turbulence effects on optical propagation p. 171 N84-24960 GREGORY-SNITTH, D. G. Secondary flows and osses in a turbine cascade p. 102 N84-16203 GRIDER, K. V. Seeker systems simulation, present capability and future technology gradient p. 142 N84-31254 GRIFFIN, S. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p. 36 N84-23590 GRIGGS, M. Satellite measurements of marine aerosols b. 200 N84-15671 GRISSETT, J. D. Relationship of cardiopulmonary triness to flight performance in tactical aviation p. 228 N86-30326 GROCIEN, F. C. A. Sensors vision and tactile p. 197 N86-19629 GROGGERAUER, K. E. Color display technology in advanced lighter cockpits p. 74 N88-11169 GROGGERAUER, K. E. Color display technology in advanced lighter cockpits p. 26 N84-15061 GROGGER, W. F. Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings GROGGER, W. F. Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings GROGGER, F. C. A. Sensors of supercritical and conventional transport wings GROGGER, W. F. Flutter and steady/unsteady aerodynamic characteristics of supercritical and conventional transport wings GROGGER, F. C. P. Propagation measurements for Real-Time Channel Evaluation (RTCE) systems p. 159 N83-30871 GRIGGER, Systems for control design.	Measurements of atmospheric effects on satellite links at very low elevation angle p 169 N84-24488 GUY. A. W. Thermal consequences of localized SAR from RFR exposures p 179 N85-27130 Hazards of VLF electromagnetic fields p 180 N85-27136 Hazards of VLF electromagnetic fields p 180 N85-26642 HABIBY, S. F. Numerical optical computing at the Ohio State University p 239 N85-29775 N85-29775 HACK, G. A. J. Oxide dispersion strengthened alloys p 150 N84-33472 HACK, G. A. J. Oxide dispersion strengthened alloys p 180 N84-33472 HADDOM, J. Scriftiliation modelling and measurement remote-sensing stant paths p 183 N83-30898 HAGGARTY, R. D. A revolutionary design method for VLS1 signal processors p 190 N86-28361 HaDDN, H. Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805 HAIDN, H. Operational experiences with night vision goggles in helicopter low-level flight at night p 222 N86-26805 HAIDN, H. Operational experiences with night vision goggles in helicopter low-level flight at night p 221 N84-12080 External stores interference A general overview p 21 N84-12080 External stores interference A general overview p 150 N85-15748 HALFPAP, D. S. Manufacturing developments to reduce strategic materials usage p 150 N84-33475 Coating developments to restrict strategic materials usage p 151 N85-16776 invision p 151 N85-16776	Flight testing and development of the F/A-18A digital flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital flight control system p 126 N85-27896 HANSON, A. G. Gain patterns of microwave common carrier antennas p 155 N83-30909 HANSON, R. Safety critical fast-real-time systems p 6 N83-22128 HANUISE, C. Small-scale irregularities in the high-latitude F region p 184 N86-27551 HARARI, S. Error correction coding for a self-adaptive modem Theoretical and experimental results p 178 N85-19303 HARASGAMA, S. P. Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode MANDY, G. H. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067 HARGRAVE, P. J. A systolic array for high performance adaptive beamforming p 189 N86-28356 HARGRAVES, J. K. Statistics of auroral radio absorption in relation to prediction models p 185 N86-27557 HARMANN, J. Do new airoratt need new technologies and certification rules? HARRIS, M. E. Avionics fault tree analyzer p 25 N84-15063 Avionics fault tree analyzer p 50 N85-18755 HARRIS, M. E. Avionics fault tree analyzer p 25 N84-15067 HARRIS, M. E. Optical modulators and bistable devices using molecular gases p 237 N85-23765 HARRISON, R. G. Optical modulators and bistable devices using molecular gases p 237 N85-23761

HART, S. G.
Pilot workload: performance and aircraft control HITCHCOCK, R. J. HELTSLEY, F. L. Transonic nozzle-afterbody flow field measurements using a laser Doppler velocimeter p 36 N84-23592 Influence of a perspective cockpit traffic display format pilot avoidance maneuvers p. 230 N85-19668 p 231 N85-19670 on pilot avoidance maneuvers HITMEY H. V. Tropospheric propagation assessment Bioleedback treatment of airsickness. A review A UK NATS view of the air traffic manage p 85 N83-22178 p 217 N85-20660 ents in the next decade HARTMAN, W. J. HITZEL, S. HENDERSON, H. B. Numerical solutions of the Euler equations simulating ortex flows around wings p 78 N84-12120 integration of sensor fusion in advanced helicop rtex flows around wings p 57 N85-16813 realizations and new concepts HARTMANN, G. L. HENNE, M. Results of a longitudinal study of airsickness incidence Performance and robustness aspects of digital control Reusable software A concept for cost reduction rstems p 120 N84-10098
Introduction to Lecture Series No. 143 Fault tolerant during Naval flight officer training p 215 N85-20649 p 68 N85-26655 HENNECKE, D. K. Medium wave groundwave model-numerical and experimental results propagation hardware/software architectures for for flight critical p 128 N86-20400 Transient thermal behaviour of a compressor rotor with Test results under p 161 N83-30885 Design validation of fly-by-wire flight HOCH P. G. CM, P. G.

Load capacity of cages of roller bearings for planet heels p.92 N85-23775 HEPPLER, G. R. HARTZELL, E. J. ARTZELL, E. J.
Arcrew-arcraft integration issues in future US Factorial, helicopters p. 231 N85-19672
HARTZUIKER, J. P.
Cryogenic test technology, 1984
[AGARD-AR-212] p. 158 N85-29116
The European Transonic Windtunnel (ETW) project p. 134 N86-20427 Computation of influence of defects on static and fatigue trength of composites p 154 N84-10217 wheels HODGE, J. K. strength of composites

MERBEN, M. H. A. J.

Interference rejection by auxiliary feeds in cassegrain
p 165 N83-30908 Aerothermodynamic flight envelope expansion for a manned lifting reentry vehicle (space shuttle) nuttle) p.9 N83-30359 HODGES, G. S. Nonlinear effects in hydrodynamic stability p 194 N84-33762 All-electric accessory drive systems | Implications engine design and performance | p 100 N84-121 HODSON, H. P. p 100 N84-12184 Secondary instability of shear flows ve flutter suppression, analysis and test p 194 N84-33763 The development of unsteady boundary layers on the p 118 N83-22219 HERCHENROEDER, P. J. p 101 N84-16197 HARVEY, J. K. rotor of an axial-flow turbine Anomalous propagation and radar coverage through homogeneous atmospheres p 172 N84-24967 HOEFGEN, G.

Effective millimeter wave transmission under severe Instabilities in trailing vortices Flow visualization using inhomogeneous atmospheres hot-wire anem p 76 NR4-12103 multipath conditions HOEIJMAKERS, H. W. M. p 178 N85-19308 CFM 56-2 Oligocyclic fatigue of the turbofan disk mensionning and tests for verification and approvements p 106 N85-15750 An evaluation of factors affecting the flow quality in Dimensionning and p 34 N84-23577 Computational vortex flow aerodynamics tunnels HASSENPFLUG, W. Improvements nal alignment and augmentation of the ARINC 705 down AHRS LTR-81 p 88 N84-25699 HOEKSTRA. G. INING, N. N.

Ionospheric Modelling and HF radio systems at high
titudes p 183 N86-27543 Centrifuge operations
Netherlands Air Force operations and training in the Royal Air Force p 221 N85-31825 HAUS, J. W. HERRON, D. M.
Hypobaric training of flight personnel without compromising quality of life p 228 N86-30327
HERTZLER, E. K. HOEKSTRA, G. J. Stationary properties and switching characteristics of dispersive optical bistability in CuCl p 237 N85-29763 HAUSMANN, W. Ovnamic behaviour of spherical and aspherical contact lenses exposed to + Gz-acceleration forces p 224 N86-26816 Secondary power systems for fighter aircraft experiences today and requirements for a next ermodynamic flight envelope expansion for a HOEPPNER, D. W. ents for a next p.98 N84-12171 manned lifting reentry vehicle (space shuttle) AGARD Corrosion Handbook Volume 1 Corrosion p 9 N83-30359 rauses and case histories HESLEGRAVE, R. J. AGARD-AG-278-VOL-1 p 157 N86-16374 The mentor approach to requirements specification The effects of sieep loss and sustained mental work Parameters that input to application of damage tolerance concepts to critical engine components p.5 NB3-22120 implications for command and control performance HAVEL, C. p 208 N84-21069 Measurements of propagation at 900 MHz in an urban HEWITT, A. zone for establishing a digital radiomobile system
p 175 N85-19288 HOERNLEIN, H. A system to measure LOS atmospheric transmittance at 19 GHz Preliminary design of aircraft using structural optimization methods p 17 N84-11133 p 169 N84-24951 HAVEN, T. Avionics concept evaluation at the force lev HOFFER K Cardiovascular standards for selection and retention of high performance pilots in the USAF Perspectives for the p 22 N84-15038 Generation of marker lines by means of marker HAVHURST P 1 p 200 N85-24327 p 226 NB6-30313 ionospheric mode detection system for HF nunications application p 174 N65-19282 HOFFMANN, R. Investigations of modern general aviation propellers An eight point testing strategy for real time software p 7 N83-22134 p 73 N86-11162 Design and simulation of an intelligent missile seeker HOFFMEYER, J. A. NB3-22100 Verification of life prediction through component sting p 106 N85-15748 LOS microwave channel simulation. A survey of models testing HILLBRECHT, R. realizations and new concepts p 176 N85-19291 Uninstalled aero engine testing in operation in the Roya Air Force p 132 N84-25731 Generation of marker lines by means of marker loads The boundary layer behaviour of an advanced gas HAYWARD, D. R. p 200 N85-24327 turbine rotor blade under the influence of simulated film cooling p 117 N86-29862 The interpretation of design requirements HILLS, A. D. p 38 N84-25617 Digital fly-by-wire experience p 129 N86-20401
HILTENBRAND, C.
Non-invasive methods of cardiovascular exploration in HOHMAN, A. E. HEBERT, L. P. Design and manufacturing practices to minimize corrosion in aircraft p 38 N84-25620 The effect of combined U.V. radiation and high energy electrons on the behaviour of polymer matrix in hard vacuum p 137 aerospace medicine p 137 N83-30495 HOLDEN, D. G. (AGARD-AG-277(F)) n 210 N84-21082 A laboratory for flight-crucial-electronics Exploration of arterial function using Doppler flow determination Application to aeronautical and space medicine p 211 N84-21091 HECHT B . ing developments to restrict strategic materials p 151 N84-33483 HOLFORD, D. M. loads measurement A philosophy and its p 44 N85-15665 Operational io HEFER G Transonic wing and far field test data on a high aspect The cryogenic Ludwieg tube tunnel at Goettinger p 134 N86-20425 HOLLIMAN, E. J.
Overview of frequency sharing p 160 N83-30876 ratio transport wing for three dimensional computa HEIDENREICH, R. method evaluation p 81 N85-10021 method evaluation

Transonic wing and far field test data on a moderate aspect ratio wing for three dimensional computational method evaluation

p.81 N85-10022 Fracture mechanics and LCF properties of engine discs of Ti 6Al-4V, inconel 718 and Udimet 700 P/M-HtP HOLLINGTON, J. L. Advances in sensors and their integration into aircraft guidance and control systems
[AGARD-AG-272] p.13 N83-34891 p 110 N86-25378 INEN, J. H. M. International information exchange p 240 N83-31537 HIRSCH, C. HEIJNEN, J. H. M. A viscid inviscid interaction procedure for two HOLLINGWORTH, D. A viscid invision in improved in provided Advanced gearbox technology in small turbo propi p 92 NB5-23771 HEIMERDINGER, W. L. engines HOLLISTER, W. M. ompressors p 103 N84-16205
An analysis of flow models From Navier-Stokes to offential flow equations p 195 N85-32295
Computation of three-dimensional, inviscid, rotational Multi-computer fault tolerant systems using Ada p 129 N86-20406 Cockpit environment p 97 N83-30426 HELD, M. Warheads for SAM systems p 142 N84-31257 Velocity and turbulence measurements in dynamically stalled boundary layers on an oscillating airfoil p143 N86-27228 p 196 N85-32296 HOLMES, A. T. nic effect of coolant ejection in the HELIE, P. of transonic rotor blades A description of the process of elaborating man-machine I transome rotor blades
The boundary layer behaviour of an advanced gas intoine rotor blade under the influence of simulated film boling
p 117 N86-29662 og in an aircraft equipped with cathode tubes. Roles specifications of piloted simulation methods. HIRSCHEL, E. H. heal study of boundary-layer control p 52 NB5-16784 HOLMES, M. HIRSCHMANN, L. Full-scale flight and model-scale wind tunnel tests on Data acquisition and processing in sea sea-level test beds p 132 N84-25730 The computer aided specification system Easy the nearfield noise characteristics of aircraft prope p 74 N86-11172 p 5 N83-22121 HOLMES, W. M. Survey of missile simulation and flight mechanics facilities in NATO [AD-A128440] p 130 N83-29276 HELLER, H. H. HIRZINGER, G. Sensory feedback structures in robotics Propeller and rotor noise testing in aeroacoustic wind

D 198 N86-19833

p 35 N84-23583

HOLT, A. R.	HUBBLE, M. P.	# - * - · ·
Bistatic radar reflectivities in the range 11-30 GHz	A double blind comparative trial of powdered ginger root.	ILLE, H. Non-invasive methods of cardiovascular exploration in
p 162 NB3-30891	hyosine hydrobromide, and cinnarizine in the prophylaxis	aerospace medicine
Propagation constraints in the millimetre wavebands due	of motion sickness induced by cross coupled stimulation	[AGARD-AG-277(E)] p 210 N84-21082
to precipitation scattering p 163 N83-30894	p 216 N85-20657 HUBER, M,	Main electrocardiographic abnormalities in the medical
HOLT, H. M. AIRLAS A laboratory for flight crucial-electronics	Advanced flight simulation for helicopter development	examination of flying personnel p 210 N84-21083
system research p 63 N85-22362	p 57 N85-16815	Contribution of cardiac mechanograms in the expert
HOLT, R. C.	The role of simulation p 70 N85-28919	examination of flying personnel p 210 N84-21089
The production of maintainable, trustworthy, and	HUBERSON, S.	Exploration of arterial function using Doppler flow determination. Application to aeronautical and space
portable software p 49 N85-16744	Simulation of turbulent flows with a point vortex	medicine application to aeronautical and space
HOLT, R. T.	method p 78 N84-12119 HUFF, H.	Selection and medical testing of Mirage 2000 pilots
Trace elements and residual elements in superalloys	Measures for materials conservation in aero-engine	Report of echocardiography p 226 N86-30314
p 152 NB4-33487 HOLTRUP, G.	construction p 149 N84-33468	IMRIE, W. M.
Evaluation and control of laser hazards	Evaluation of cyclic spin pit tests for the damage	Workshop on Requirements for Aircraft Corrosion
p 214 N84-3301B	tolerance of disks p 110 N86-25379	Control AGARD-R-714 p. 37 N84-25613
HOLTZMAN, J. C.	High accuracy Doppler navigation employing optimum	AGARD-R-714 p 37 N84-25613 INGER, G, R.
Digital simulation of communications channels. An	integrated position fix information p 55 N85-16803	Nonadiabatic model wall effects on transonic airfoil
Overview p 176 N85-19290	HUGHES, A. C.	performance in a cryogenic wind tunnel
Prediction of the space adaptation syndrome	Wind tunnel investigation of the interaction of propeller	p 34 N84-23579
p 215 N85-20646	slipstream with nacelle/wing/flap combinations	Transonic shock int, raction with a tangentially injected
Space adaptation syndrome Incidence and operational	p 73 N86-11166 HUGHES, A. J.	turbulent boundary layer p 54 N85-16796
implications for the space transportation system program	Liquid crystal displays p 97 N83-30420	INGLSPERGER, A.
p 216 N85-20655	Other types of display p 97 N83-30424	Advanced flight simulation for helicopter development p 57 N85-16815
Thresholds for detection of linear oscillation following	HUGHES, K. A.	INKOL, A. J.
prolonged weightlessness p 219 N85-31810	Propagation data for VHF planning in the UK area	A high performance chip set implementation of a finite
Reinterpretation of otolith input as a primary factor in	p 164 N83-30903 HUI, W. H.	impulse response filter p 189 N86-28351
space motion sickness p 219 N85-31812	Bifurcation theory applied to aircraft motions	IPPOLITO, A.
HONEY, R. C.	p 146 N86-27250	Flight test techniques used for proof of structural integrity
In situ characterization of seawater using a computerized suite of optical instruments p 206 N84-15675	Unsteady three-dimensional flow theory via material	of Tornado when carrying external stores
suite of optical instruments p 206 N84-15675 NONNORAT, Y.	functions p 148 N86-27260	p 43 N84-34413
Problems presented to engine builders by the recycling	HULME, A. J.	IRELAND, P. T.
of metallic materials p 151 N84-33482	Visual difficulties associated with future windscreen and	The measurement of local heat transfer coefficients in blade cooling geometries p 114 N86-29848
HOOSE, W.	HUD integration p 225 N86-26824 HULTGREN, E.	Diade cooling geometries p 114 N86-29848 IRWIN, J. F.
APU operational efficiency p 99 N84-12181	Current requirements on specifications for corrosion	Operational readiness and its impact on fighter avionics
HOGT, R. W.	prevention p 38 N84-25618	system design p 22 N84-1503."
Simulator sickness Reaction to a transformed	HUNSUCKER, A.	ISMAELLI, A.
perceptual world 6 Preliminary site surveys	Anomalous propagation behavior of radio signals at high	Effect of multiple scattering on the propagation of light
p 216 N85-20653 HOPF, F. A.	latitudes p 161 N83-30882	beams in dense nonhomogeneous media
Cavityless optical bistability in systems of two-level	HUNSUCKER, R. D. Technical evaluation report on the	p 171 N84-24959
atoms p 237 N85-29764	Technical evaluation report on the ElectromagneticWave Propagation Panel Symposium on	ISOGAI, K.
HOPFINGER, E. J.	Propagation Effects on Military Systems in the High	The development of unsteady transonic 3-D full potential code and its aeroelastic applications p 65 N85-25187
Waves on vortex cores and their relation to vortex	Latitude Region	code and its derocitatic applications p 65 1465-25187
breakdown p 80 N84-12128	[AGARD-AR-218] p 180 N86-24903	
HOPKINS, J. L.	Propagation characteristics of medium frequency	J
Two recent cases of marker load applications on	skywave signals from the continental US and Canada	•
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85-24325	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546	JACK, M. A.
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85-24325 HQPKINS, J. R.	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 HUNT, G. H.	JACK, M. A. Built-in test and self repair mechanisms in a digital
Two recent cases of marker load applications on cargo righter arcraft latigue tests p 200 N85:24325 HOPKINS, J. R. Optimization of engine power offtake by secondary	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Optical techniques for airborne displays	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit p. 48 N85-16741
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85-24325 HQPKINS, J. R.	skywave signals from the continental US and Canada received at Fairbanks, Alaska p. 183 N86-27546 NUNT, G. H. Optical techniques for airborne displays p. 97 N83-30425 HUNT, M. J.	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit p.48 N85-16741 JACKSON, G.
Two recent cases of marker load applications on cargo righter aircraft latigue tests p 200 N85:24325 HOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84:12177 HOPPONEN, J. D. System aspects of clear air propagation above 40	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Optical techniques for airborne displays p 97 N83-30425 HUNT, M. J. The speech signal p 165 N83-34181	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit p.48 N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85-24325 HOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 9 N84-12177 HOPPONEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83-30893	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Obtical techniques for airborne displays p 97 N83-30425 HUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit p. 48 N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85-24325 HOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84-12177 HOPPOMEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83-30893	skywave signals from the continental US and Canada received at Fairbanks, Alaska p.183 N86-27546 NUNT, G. H. Optical techniques for airborne displays p.97 N83-30425 HUNT, M. J. The speech signal p.165 N83-34181 Speaker differences in speech and speaker recognition p.166 N83-34184	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit p.48 N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components p.155 N84-10223 JACOB, D.
Two recent cases of marker load applications on cargo/lighter arcraft latigue tests p 200 N85-24325 MOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84-12177 MOPPONER, J. D. System aspects of clear air propagation above 40 GHz HORNER, R. M. ACT flight research experience p 122 N85-26741	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 HUNT, G. H. Obtical techniques for airborne displays p 97 N83-30425 HUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 HUON, M.	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit p.48 N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components p.155 N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85-24325 HOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84-12177 HOPPOMEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83-30893	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Optical techniques for airborne displays p 97 N83-30425 PUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16815	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit p. 48 N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components p. 155 N84-10223 JACOB, D. Ground/flight correlation on the Alipha-Jet experimental aircraft with a transonic wing. A comparison between wind.
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85:24325 MOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84:12177 HOPPONEN, J. D. System aspects of clear air propagation above 40 GHz HORNER, R. M. ACT flight research experience ACT flight research experience ACT flight research experience HORNUNG, H.	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 HUNT, G. H. Obtical techniques for airborne displays p 97 N83-30425 HUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 HUNR, M. A simulator for studying helicopter weapons systems p 57 N85-16816 HURRASS, K.	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit p.48 N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components p.155 N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison between wind funner and flight results for aerodynamic performance.
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85:24325 HOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84-12177 HOPPOMEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83:30893 HORNER, R. M. ACT flight research experience ACT flight research experience HORNUNG, H. Three-dimensional boundary layers A report on work in Germany p 195 N85:2786	skywave signals from the continental US and Canada received at Fairbanks. Alaska p 183 N86-27546 NUNT, G. H. Optical techniques for airborne displays p 97 N83-30425 HUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 HUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 HURRASS, K. Avionics Flight Evaluation System (AFES)	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit p.48 N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components p.155 N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison between wind tunnet and flight results for aerodynamic performance p.9 N83-30361
Two recent cases of marker load applications on cargo/lighter aircraft fatigue tests p 200 N85-24325 NOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84-12177 NOPPONEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83-30893 N84-12179 NOPPONEN, J. D. Whom Wen, R. M. Act flight research experience Act flight research experience ACT flight research experience HORNUNG, H. G. N85-2786 N85-25786 N85-25786 N85-25786 NRS-25786 NRS-257	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Obtical techniques for airborne displays p 97 N83-30425 HUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 HUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 HURRASS, K. Avionics Flight Evaluation System (AFES) p 62 N85-22357	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit p.48 N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components p.155 N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transponic wing. A comparison between wind tunnel and flight results for aerodynamic performance p.9 N83-30361
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85-24325 NOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84-12177 NOPPONEN, J. D. System aspects of clear air propagation above 40 GHz HORNER, R. M. ACT flight research experience ACT flight research experience P 122 N85-26741 ACT flight research experience P 126 N85-27894 NORNUNG, H. Three-dimensional boundary layers A report on work in Germany PORNUNG, H. Q. The vortex skeleton model for three-dimensional steady	skywave signals from the continental US and Canada received at Fairbanks. Alaska p 183 N86-27546 NUNT, G. H. Obtical techniques for airborne displays p 97 N83-30425 HUNT, M. J, The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 MUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 HURRASS, K. Avionics Flight Evaluation System (AFES) p 62 N85-22357 MUSMANN, O. K.	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit p.48 N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components p.155 N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison between wind funner and flight results for aerodynamic performance. p.9 N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation.
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85:24325 MOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84:12177 MOPPONEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83:30893 MOPPONEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83:30893 MOPPONEN, J. D. The search experience p 122 N85:26741 ACT flight research experience p 126 N85:27894 MORNUNG, H. Three-dimensional boundary layers A report on work in Germany p 195 N85:25786 MORNUNG, H. G. The vortex skeleton model for three-dimensional steady flows p 76 N84:12101	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Optical techniques for airborne displays p 97 N83-30425 HUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 HUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 HURRASS, K. Avionics Flight Evaluation System (AFES) p 62 N85-22357 HUSMANN, O. K. The MBB combined effects chamber for real time and	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit p.48 N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components p.155 N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transpine wing. A comparison between wind tunnel and flight results for aerodynamic performance p.9 N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation arrangements p.100 N84-12186
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85-24325 NOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84-12177 NOPPONEN, J. D. System aspects of clear air propagation above 40 GHz HORMER, R. M. ACT flight research experience ACT flight research experience P 122 N85-26741 ACT flight research experience P 150 N85-27894 NORNUNG, H. Three-dimensional boundary layers A report on work in Germany PORNUNG, H. The vortex skeleton model for three-dimensional steady flows P 76 N84-12101 NOROWITZ, E.	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Obtical techniques for airborne displays p 97 N83-30425 HUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 HUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 HURRASS, K. Avionics Flight Evaluation System (AFES) p 62 N85-22357 HUSMANN, O. K. The MBB combined effects chamber for real time and accelerated tests under simulated space environment	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit p. 48 N85-16741 JACKSOM, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components p. 155 N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison between wind tunnel and flight results for aerodynamic performance p. 9 N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation arrangements p. 100 N84-12186 JACQUES, R. Aero/thermodynamic and acoustic considerations in the
Two recent cases of marker load applications on cargo/lighter aircraft fatigue tests p 200 N85-24325 NOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84-12177 NOPPONEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83-30893 N84-12101 N85-27894 N85-27894 N85-27894 N85-27894 N85-27894 N85-27894 N85-27894 N85-27894 N970MOR, H. G. The vortex skeleton model for three-dimensional steady flows p 76 N84-12101 NOPOWITZ, E. Interaction between a shock wave and a vortex flow	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Obtical techniques for airborne displays p 97 N83-30425 HUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 HUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 HURRASS, K. Avionics Flight Evaluation System (AFES) p 62 N85-22357 HUSMANN, O. K. The MBB combined effects chamber for real time and accelerated tests under simulated space environment p 137 N83-30494 HUSSAIN, C. I.	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit p.48 N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components p.155 N84-10223 JACOB, D. Ground/flight correlation on the Alipha-Jet experimental aircraft with a transpinc wing. A comparison between wind tunnel and flight results for aerodynamic performance p.9 N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation arrangements p.100 N84-12186 JACQUES, R. Aero/thermodynamic and acoustic considerations in the design of fest-beds for turbojets and turbofans
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85:24325 NOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84:12177 N84:12177 Optimization of lear air propagation above 40 GHz p 162 N83:30893 N84:02177 Optimization of lear air propagation above 40 GHz p 162 N85:30893 N85:2684 NRMER, R. M. ACT flight research experience p 122 N85:26741 ACT flight research experience p 162 N85:27894 NRMING, H. Three-dimensional boundary layers A report on work in Germany p 195 N85:25786 NRMING, H. G. The vortex skeleton model for three-dimensional steady flows p 76 N84:12101 NRMING, H. G. Interaction between a shock wave and a vortex flow p 76 N84:12104 NRMINGN, K. H.	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Obtical techniques for airborne displays p 97 N83-30425 HUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 HUNN, M. A simulator for studying helicopter weapons systems p 57 N85-16816 HURRASS, K. Avionics Flight Evaluation System (AFES) p 62 N85-22357 HUSMANN, O. K. The MBB combined effects chamber for real time and accelerated tests under simulated space environment p 137 N83-30494 HUSSAIN, C. I. Full coverage impingement heat transfer. The variation	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit p.48 N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components p.155 N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing A comparison between wind tunnel and flight results for aerodynamic performance p.9 N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation arrangements p.100 N84-12186 JACQUES, R. Aero/thermodynamic and acoustic considerations in the design of test-beds for turboyets and turbolans
Two recent cases of marker load applications on cargo/lighter aircraft fatigue tests p 200 N85-24325 NOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84-12177 NOPPONEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83-30893 N64-12178 N85-26741 ACT flight research experience p 122 N85-26741 ACT flight research experience p 126 N85-27894 NORNUNG, H. Three-dimensional boundary layers A report on work in Germany p 195 N85-25786 NORNUNG, H. G. The vortex skeleton model for three-dimensional steady flows p 76 N84-12101 NORNUNG, H. G. Inferaction between a shock wave and a vortex flow p 76 N84-12104 NORSTMANN, K. H. Prepumatic turbulators A device for drag reduction at	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Obtical techniques for airborne displays p 97 N83-30425 PUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PURRASS, K. Avionics Flight Evaluation System (AFES) p 62 N85-22357 PUSMANN, O. K. The MBB combined effects chamber for real time and accelerated tests under simulated space environment p 137 N83-30494 PUSSAIN, C. I. Full coverage impingement healt transfer. The variation in ptich to diameter ratio at a constant gapp.	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit p.48 N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components p.155 N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison between wind tunnel and flight results for aerodynamic performance p.9 N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation arrangements p.100 N84-12186 JACQUES, R. Aero/fthermodynamic and acoustic considerations in the design of test-beds for turboyets and turbolans. p.131 N84-25725 JAMES, E.
Two recent cases of marker load applications on cargo/higher aircraft fatigue tests p 200 N85-24325 NOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84-12177 NOPPONEN, J. D. System aspects of clear air propagation above 40 GHz HORNER, R. M. ACT flight research experience p 122 N85-26741 ACT flight research experience ACT flight research experience p 195 N85-26741 NRS-27894 NORNUNG, H. Three-dimensional boundary layers A report on work in Germany p 195 N85-25786 NORNUNG, H. C. The vortex skeleton model for three-dimensional steady flows p 76 N84-12101 NORNUNTZ, E. Interaction between a shock wave and a vortex flow p 76 N84-12104 NORSTMANN, K. H. Preumatic turbulators A device for drag reduction at Reynolds numbers below 5 million p 53 N85-16791	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Obtical techniques for airborne displays p 97 N83-30425 PUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 PUNN, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PURRASS, K. Avionics Flight Evaluation System (AFES) p 62 N85-22357 PUSMANN, O. K. The MBB combined effects chamber for real time and accelerated tests under simulated space environment p 137 N83-30494 PUSSAIN, C. I. Full coverage impingement heat transfer. The variation in pitch to diameter ratio at a constant gapp	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit p. 48 N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components p. 155 N84-10223 JACOB, D. Ground/flight correlation on the Alipha-Jet experimental aircraft with a transonic wing. A comparison between wind tunnel and flight results for aerodynamic performance p. 9 N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation arrangements p. 100 N84-12186 JACQUES, R. Aero/thermodynamic and acoustic considerations in the design of test-beds for turboyets and turbofans p. 131 N84-25725 JAMES, E. Response of propellants to high dynamic stresses. The
Two recent cases of marker load applications on cargo/higher aircraft fatigue tests p 200 N85:24325 NOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84:12177 NOPPONEN, J. D. System aspects of clear air propagation above 40 GHz HORMER, R. M. ACT flight research experience p 122 N85:26741 ACT flight research experience p 150 N85:27894 NORNUNG, H. Three-dimensional boundary layers A report on work in Germany p 155 N85:25786 NORNUNG, H. The vortex skeleton model for three-dimensional steady flows p 76 N84:12101 NORNUNTZ, E. Interaction between a shock wave and a vortex flow p 75 N84:12104 NORSTMANN, K. H. Pregunatic turbulators A device for drag reduction at Reynolds numbers below 5 million p 53 N85:16791 Investigations of modern general avvation propellers	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Obtical techniques for airborne displays p 97 N83-30425 HUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 MUNN, M. A simulator for studying helicopter weapons systems p 57 N85-16816 HURRASS, K. Avionics Flight Evaluation System (AFES) p 62 N85-22357 HUSMANN, O. K. The MBB combined effects chamber for real time and accelerated tests under simulated space environment p 137 N83-30494 HUSSAIN, C. I. Full coverage impingement heat transfer The variation in pitch to diameter ratio at a constant gapp p 114 N86-29846 HUTTSELL, L. T.	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit p.48 N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components p.155 N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison between wind tunnel and flight results for aerodynamic performance p.9 N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation arrangements p.100 N84-12186 JACQUES, R. Aero/fthermodynamic and acoustic considerations in the design of test-beds for turboyets and turbolans. p.131 N84-25725 JAMES, E.
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85:24325 HOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84:12177 HOPPONEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83:30893 HORNER, R. M. ACT flight research experience p 122 N85:26741 ACT flight research experience p 126 N85:27894 HORNUNG, H. Three-dimensional boundary layers A report on work in Germany p 195 N85:25786 HORNUNG, H. G. The vortex skeleton model for three-dimensional steady flows p 76 N84:12101 HORNUNG, H. Preumatic turbulators A device for drag reduction at Reynolds numbers below 5 million p 53 N85:16791 investigations of modern general available propellers p 73 N86:11162 HORTON, R. C.	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Optical techniques for airborne displays p 97 N83-30425 HUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 MUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 HURRASS, K. Avionics Flight Evaluation System (AFES) p 62 N85-22357 MUSMANN, O. K. The MBB combined effects chamber for real time and accelerated tests under simulated space environment p 137 N83-30494 MUSSAIN, C. I. Full coverage impingement heat transfer. The variation in pitch to diameter ratio at a constant gapp. HUTTSELL, L. T. Adaptive flutter suppression, analysis and test.	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit p.48 N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components p.155 N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison between wind tunnel and flight results for aerodynamic performance p.9 N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation arrangements p.100 N84-12186 JACQUES, R. Aero/fthermodynamic and acoustic considerations in the design of test-beds for turbojets and turbolans p.131 N84-25725 JAMES, E. Response of propellants to high dynamic stresses. The uses of quin faunch techniques p.59 N85-17035 JAMES, M. N.
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85-24325 HOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84-12177 HOPPONEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83-30893 HORMER, R. M. ACT flight research experience p 122 N85-26741 ACT flight research experience p 126 N85-27894 HORNUNG, H. Three-dimensional boundary layers A report on work in Germany p 195 N85-25786 HORNUNG, H. The vortex skeleton model for three-dimensional steady flows p 76 N84-12101 HOROWITZ, E. Interaction between a shock wave and a vortex flow p 76 N84-12104 HORSTMANN, K. H. Precumatic turbulators A device for drag reduction at Reynolds numbers below 5 million p 53 N85-16791 (investigations of modern general aviation propellers p 73 N86-11162 NRON developments in materials recycling by the US	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Obtical techniques for airborne displays p 97 N83-30425 PUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 PUNT, M. J. A simulator for studying helicopter weapons systems p 57 N85-16816 PURRASS, K. Avionics Flight Evaluation System (AFES) p 62 N85-22357 PUSMANN, O. K. The MBB combined effects chamber for real time and accelerated tests under simulated space environment p 137 N83-30494 PUSSAIN, C. I. Full coverage impingement heat transfer. The variation in pitch to diameter ratio at a constant gapp p 114 N86-29846 PUTTSELL, L. T. Adaptive flutter suppression, analysis and test p 118 N83-22219	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit. p. 48. N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components. p. 155. N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison between wind tunnel and flight results for aerodynamic performance. p. 9. N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation arrangements. p. 100. N84-12186 JACQUES, R. Aero/thermodynamic and acoustic considerations in the design of test-beds for turbojets and turbofans. p. 131. N84-25725 JAMES, E. Response of propellants to high dynamic stresses. The uses of gun faunch fechniques. p. 59. N85-17035 JAMES, M. N. Aspects of small crack growth. p. 108. N86-25370 JAMES, S. P.
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85-24325 NOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84-12177 NOPPONEN, J. D. System aspects of clear air propagation above 40 GHz HORMER, R. M. ACT flight research experience p 122 N85-26741 ACT flight research experience p 126 N85-27894 NORNUNG, H. Three-dimensional boundary layers A report on work in Germany p 195 N85-25786 NOPPONENT, C. The vortex skeleton model for three-dimensional steady flows p 76 N84-12101 NOPROWITZ, E. Interaction between a shock wave and a vortex flow p 76 N84-12104 NORSTMANN, K. H. Preumatic furbulators A device for drag reduction at Reynolds numbers below 5 million p 53 N85-16791 (rivestigations of modern general aviation propellers p 73 N86-11162 NORTON, R. C. New developments in materials recycling by the US Bureau of Mines	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Obtical techniques for airborne displays p 97 N83-30425 HUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 HUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 HURRASS, K. Avionics Flight Evaluation System (AFES) p 62 N85-22357 HUSMANN, O. K. The MBB combined effects chamber for real time and accelerated tests under simulated space environment p 137 N83-30494 HUSSAIN, C. I. Full coverage impingement heat transfer. The variation in pitch to diameter ratio at a constant gapp. HUTTSELL, L. T. Adaptive flutter suppression, analysis and test p 118 N83-22219. HWANG, C.	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit p. 48 N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components p. 155 N84-10223 JACOB, D. Ground/flight correlation on the Alipha-Jet experimental aircraft with a transpinc wing. A comparison between wind tunnel and flight results for aerodynamic performance p. 9 N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation arrangements p. 100 N84-12186 JACQUES, R. Aero/thermodynamic and acoustic considerations in the design of test-beds for turboyets and turbofans. p. 131 N84-25725 JAMES, E. Response of propellants to high dynamic stresses. The uses of gun faunch fechniques p. 59 N85-17035 JAMES, M. N. Aspects of small crack growth p. 108 N86-25370 JANSENS, P. A viscid inviscid interaction procedure for two
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85-24325 HOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84-12177 HOPPONEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83-30893 HORMER, R. M. ACT flight research experience p 122 N85-26741 ACT flight research experience p 126 N85-27894 HORNUMG, H. Three-dimensional boundary layers A report on work in Germany p 195 N85-25786 HORNUMG, H. G. The vortex skeleton model for three-dimensional steady flows p 76 N84-12101 HOROWITZ, E. Interaction between a shock wave and a vortex flow p 75 N84-12104 HORSTMANN, K. H. Pneumatic turbulators A device for drag reduction at Reynolds numbers below 5 million p 53 N85-16791 (investigations of modern general aviation propellers p 73 N86-11162 NRONON, R. C. New developments in materials recycling by the US Bureau of Mines	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Obtical techniques for airborne displays p 97 N83-30425 PUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 PUNT, M. J. A simulator for studying helicopter weapons systems p 57 N85-16816 PURRASS, K. Avionics Flight Evaluation System (AFES) p 62 N85-22357 PUSMANN, O. K. The MBB combined effects chamber for real time and accelerated tests under simulated space environment p 137 N83-30494 PUSSAIN, C. I. Full coverage impingement heat transfer. The variation in pitch to diameter ratio at a constant gapp p 114 N86-29846 PUTTSELL, L. T. Adaptive flutter suppression, analysis and test p 118 N83-22219	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit. p. 48. N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components. p. 155. N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison between wind tunnel and flight results for aerodynamic performance. p. 9. N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation arrangements. p. 100. N84-12186 JACQUES, R. Aero/thermodynamic and acoustic considerations in the design of fest-beds for turbojets and turbolans. p. 131. N84-25725 JAMES, E. Response of propelliants to high dynamic stresses. The uses of gun faunch fechniques. p. 59. N85-17035 JAMES, M. N. Aspects of small crack growth. p. 108. N86-25370 JANISSENS, P. A viscid inviscid interaction procedure for two dimensional cascades. p. 100. N84-16-191.
Two recent cases of marker load applications on cargo/lighter aircraft fatigue tests p 200 N85-24325 NOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84-12177 NOPPONEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83-30893 P 162 N84-12101 P 162 N84-12101 P 162 N83-12101 P 162 N83-1210	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Optical techniques for airborne displays p 97 N83-30425 HUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 MUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 HURRASS, K. Avionics Flight Evaluation System (AFES) p 62 N85-22357 HUSMANN, O. K. The MBB combined effects chamber for real time and accelerated tests under simulated space environment p 137 N83-30494 HUSSAIN, C. I. Full coverage impingement heat transfer The variation in pitch to diameter ratio at a constant gapp p 114 N86-29846 HUTTSELL, L. T. Adaptive flutter suppression, analysis and test p 118 N83-22219 HWANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 HYNES, R. J.	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit. p. 48 N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components. p. 155 N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison between wind tunnel and flight results for aerodynamic performance. p. 9 N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation arrangements. p. 100 N84-12186 JACQUES, R. Aero/fthermodynamic and acoustic considerations in the design of test-beds for turbojets and turbolans. p. 131 N84-25725 JAMES, E. Response of propellants to high dynamic stresses. The uses of quir faunch techniques. p. 59 N85-17035 JAMES, M. N. Aspects of small crack growth. JANSSENS, P. A viscid inviscid interaction procedure for two procedure.
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85:24325 MORKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84:12177 HOPPONEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83:30893 P 162 N83:30893 P 164 N85:27894 P 165 N85:27895 P 165 N85:27894 P 165 N85:27895 P 165 N85:27895 P 165 N85:27895 P 165 N85:27894 P 165 N85:27895 P 165 N85:27895 P 165 N85:27895 P 165 N85:27894 P 165 N85:27895 P 165 N85:2789	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Obtical techniques for airborne displays p 7 N83-30425 PUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 PUNCH, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PURRASS, K. Avionics Flight Evaluation System (AFES) p 62 N85-22357 PUSMANN, O. K. The MBB combined effects chamber for real time and accelerated tests under simulated space environment p 137 N83-30494 PUSSAIN, C. I. Full coverage impingement heat transfer. The variation in pitch to diameter ratio at a constant gapp p 114 N86-29846 PUTTSELL, L. T. Adaptive flutter suppression, analysis and test p 118 N83-22219 PUNSS, R. J. Automalic flight control modes for the AFTI/F-111	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit p. 48 N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components p. 155 N84-10223 JACOB, D. Ground/flight correlation on the Alipha-Jet experimental aircraft with a transonic wing. A comparison between wind tunnel and flight results for aerodynamic performance p. 9 N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation arrangements p. 100 N84-12186 JACQUES, R. Aero/thermodynamic and acoustic considerations in the design of test-beds for turboyets and turbofans. p. 131 N84-25725 JAMES, E. Response of propellants to high dynamic stresses. The uses of gun faunch fechniques p. 59 N85-17035 JAMES, M. N. Aspects of small crack growth p. 108 N86-25370 JANSSENS, P. A viscid inviscid interaction procedure for two dimensional cascades.
Two recent cases of marker load applications on cargor fighter aircraft fatigue tests p 200 N85:24325 MOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84:12177 HOPPONEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83:30893 HORNER, R. M. ACT flight research experience p 122 N85:26741 ACT flight research experience p 126 N85:27894 HORNUNG, H. Three-dimensional boundary layers A report on work in Germany p 195 N85:25786 HORNUNG, H. The vortex skeleton model for three-dimensional steady flows p 76 N84:12101 HORNUNG, H. Preumatic turbulators A device for drag reduction at Reynolds numbers below 5 million p 53 N85:16791 investigations of modern general aviation propellers p 73 N86:11162 HORTON, R. C. New developments in materials recycling by the US Bureau of Mines P 154 N84:33480 NOUDEVILLE, R. Unsteady turbulent boundary layers Experimental and numerical investigations of cumulative damage in composites	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Optical techniques for airborne displays p 97 N83-30425 PUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUTRASS, K. Avionics Flight Evaluation System (AFES) p 62 N85-22357 PUSMANN, O. K. The MBB combined effects chamber for real time and accelerated tests under simulated space environment p 137 N83-30494 PUSSAIN, C. I. Full coverage impingement heat transfer. The variation in pitch to diameter ratio at a constant gapp P 114 N86-29846 PUTTSELL, L. T. Adaptive flutter suppression, analysis and test p 118 N83-22219 PUNES, R. J. Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft.	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit. p. 48. N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components. p. 155. N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison between wind tunnel and flight results for aerodynamic performance. p. 9. N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation arrangements. p. 100. N84-12186 JACQUES, R. Aero/thermodynamic and acoustic considerations in the design of test-beds for turbojets and turbolans. p. 131. N84-25-25 JAMES, E. Response of propellants to high dynamic stresses. The uses of gun faunch fechniques. p. 59. N85-17035 JAMES, M. N. Aspects of small crack growth. p. 108. N86-25370 JANSSENS, P. A viscid inviscid interaction procedure for two dimensional cascades. JANSSON, T. New dynamic testing techniques and related results at FFA.
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85-24325 NOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84-12177 NOPONER, J. D. System aspects of clear air propagation above 40 GHz p 162 N83-30893 P 162 N83-30893 N85-26741 ACT flight research experience p 122 N85-26741 ACT flight research experience p 126 N85-27894 NORNUNG, H. Three-dimensional boundary layers A report on work in Germany p 195 N85-25786 NORNUNG, H. G. The vortex skeleton model for three-dimensional steady flows p 76 N84-12101 NOROWITZ, E. Interaction between a shock wave and a vortex flow p 76 N84-12104 HORSTMANN, K. H. Pneumatic turbulators A device for drag reduction at Reynolds numbers below 5 million p 53 N85-16791 (investigations of modern general aviation propellers p 73 N86-11162 NOVDEWLLE, R. Unsteady turbulent boundary layers Experimental and numerical investigations p 144 N86-2735 NOUNDEWLLE, R. Unsteady turbulent boundary layers Experimental and numerical investigations p 144 N86-2735 NOUNDEWLLE, R. Characterization of cumulative damage in composites during sence p 153 N84-10210	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Optical techniques for airborne displays p 97 N83-30425 HUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 HUNT, M. J. A simulator for studying helicopter weapons systems p 57 N85-16816 HURRASS, K. Avionics Flight Evaluation System (AFES) p 62 N85-22357 HUSMANN, O. K. The MBB combined effects chamber for real time and accelerated tests under simulated space environment p 137 N83-30494 HUSSAIN, C. I. Full coverage impingement heal transfer The variation in pitch to diameter ratio at a constant gapp p 114 N86-29846 HUTTSELL, L. T. Adaptive flutter suppression, analysis and test p 118 N83-22219 HWANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 HWANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 HYNES, R. J. Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 124 N85-26756 Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 124 N85-26756	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit p. 48 N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components p. 155 N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison between wind tunnel and flight results for aerodynamic performance p. 9 N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation arrangements p. 100 N84-12186 JACQUES, R. Aero/thermodynamic and acoustic considerations in the design of fest-beds for turboyets and turbofans. p. 131 N84-25725 JAMES, E. Response of propellants to high dynamic stresses. The uses of up in alunch fechniques p. 59 N85-17035 JAMES, M. M. Aspects of small crack growth p. 108 N86-25370 JANSSENS, P. A viscid inviscid interaction procedure for two dimensional cascades. JANSSON, T. New dynamic testing techniques and related results at p. 145 N86-27244 JARCHOW, F.
Two recent cases of marker load applications on cargo/higher aircraft fatigue tests p 200 N85-24325 NOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84-12177 NOPPONEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83-30893 P 162 N83-30893 NOPPONEN, J. D. ACT flight research experience p 122 N85-26741 ACT flight research experience p 126 N85-27894 NORNUMO, H. Three-dimensional boundary layers A report on work in Germany p 195 N85-2786 N85-2786 NORNUMO, H. Three-dimensional boundary layers A report on work in Germany p 195 N85-25786 N85-25786 NORNUMO, H. The vortex skeleton model for three-dimensional steady flows p 76 N84-12101 NORNUMOZ, E. Interaction between a shock wave and a vortex flow D 76 N84-12104 NORNUMOZ, E. Interaction between a shock wave and a vortex flow D 76 N86-12104 NORNUMOZ, E. P 73 N86-11162 N83-16791 (rivestigations of modern general aviation propellers p 73 N86-11162 NORUMEVILLE, R. Unsteady turbulent boundary layers Experimental and numerical investigations p 144 N86-27235 NOUDEVILLE, R. Unsteady turbulent boundary layers Experimental and numerical investigations p 144 N86-27235 NOUDEVILLE, R. Characterization of cumulative damage in composites during sence p 153 N84-10210 NOUNDEVILLE, M. H. L.	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Optical techniques for airborne displays p 97 N83-30425 PUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUTRASS, K. Avionics Flight Evaluation System (AFES) p 62 N85-22357 PUSMANN, O. K. The MBB combined effects chamber for real time and accelerated tests under simulated space environment p 137 N83-30494 PUSSAIN, C. I. Full coverage impingement heat transfer. The variation in pitch to diameter ratio at a constant gapp P 114 N86-29846 PUTTSELL, L. T. Adaptive flutter suppression, analysis and test p 118 N83-22219 PUNES, R. J. Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft.	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit p. 48 N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components p. 155 N84-10223 JACOB, D. Ground/flight correlation on the Alipha-Jet experimental aircraft with a transonic wing. A comparison between wind tunnel and flight results for aerodynamic performance p. 9 N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation arrangements p. 100 N84-12186 JACQUES, R. Aero/thermodynamic and acoustic considerations in the design of fest-beds for turboyets and turbofans. p. 131 N84-25725 JAMES, E. Response of propellants to high dynamic stresses. The uses of gun faunch fechniques p. 59 N85-17035 JAMES, M. N. Aspects of small crack growth p. 108 N86-25370 JANSSENS, P. A viscid inviscid interaction procedure for two dimensional cascades. JANSSON, T. New dynamic testing techniques and related results at FFA. Load capacity of cages of roller bearings for planet.
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85:24325 NOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84:12177 NOPONEN, J. D. System aspects of clear air propagation above 40 GHz p 160 N83:30893	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Optical techniques for airborne displays p 97 N83-30425 HUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 HUNT, M. J. A simulator for studying helicopter weapons systems p 57 N85-16816 HURRASS, K. Avionics Flight Evaluation System (AFES) p 62 N85-22357 HUSMANN, O. K. The MBB combined effects chamber for real time and accelerated tests under simulated space environment p 137 N83-30494 HUSSAIN, C. I. Full coverage impingement heal transfer The variation in pitch to diameter ratio at a constant gapp p 114 N86-29846 HUTTSELL, L. T. Adaptive flutter suppression, analysis and test p 118 N83-22219 HWANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 HWANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 HYNES, R. J. Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 124 N85-26756 Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 124 N85-26756	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit. p. 48. N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components. p. 155. N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison between wind tunnel and flight results for aerodynamic performance. p. 9. N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation airrangements. p. 100. N84-12186 JACQUES, R. Aero/thermodynamic and acoustic considerations in the design of fest-beds for turbojets and turbofans. p. 131. N84-25725 JAMES, E. Response of propelliants to high dynamic stresses. The uses of gun faunch fechniques. p. 59. N85-17035 JAMES, M. N. Aspects of small crack growth. p. 108. N86-25370 JANISSENS, P. A viscid inviscid interaction procedure for two dimensional cascades. p. 130. N84-16191 JANSSON, T. New dynamic testing techniques and related results at FFA. JARCHOW, F. Load capacity of cages of roller bearings for planet.
Two recent cases of marker load applications on cargo/lighter aircraft fatigue tests p 200 N85-24325 NOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84-12177 NOPPONEN, J. D. System aspects of clear air propagation above 40 p 162 N83-30893 P 364-1217 NOPPONEN, J. D. System aspects of clear air propagation above 40 p 162 N83-30893 P 364-1210 N85-25786 N85-25786 N85-25786 N85-25786 N85-25786 N85-25786 NOPPONEN, J. D. Three-dimensional boundary layers A report on work in Germany p 195 N85-25786 NOPPONEN, J. D. The vortex skeleton model for three-dimensional steady flows p 76 N84-12101 NOPPONEN, J. D. HOROWITZ, E. inferaction between a shock wave and a vortex flow p 76 N84-12101 NOPPONEN, M. H. Pneumatic turbulators A device for drag reduction at Reynolds numbers below 5 million p 53 N85-16791 Investigations of modern general aviation propellers p 73 N86-11162 HORTON, R. C. New developments in materials recycling by the US Bureau of Mines p 151 N84-33480 NOUDEYILLE, R. Unsteady turbulent boundary layers Experimental and numerical investigations p 144 N86-27235 NOUDEYILLE, R. Characterization of cumulative damage in composites during senice p 153 N84-10211 Application of time-linearized methods to oscillating wings in transonic flow and flutter p 65 N85-25182	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Optical techniques for airborne displays p 97 N83-30425 HUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 HUNT, M. J. A simulator for studying helicopter weapons systems p 57 N85-16816 HURRASS, K. Avionics Flight Evaluation System (AFES) p 62 N85-22357 HUSMANN, O. K. The MBB combined effects chamber for real time and accelerated tests under simulated space environment p 137 N83-30494 HUSSAIN, C. I. Full coverage impingement heal transfer The variation in pitch to diameter ratio at a constant gapp p 114 N86-29846 HUTTSELL, L. T. Adaptive flutter suppression, analysis and test p 118 N83-22219 HWANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 HWANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 HYNES, R. J. Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 124 N85-26756 Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 124 N85-26756	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit. p. 48. N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components. p. 155. N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison between wind tunnel and flight results for aerodynamic performance. p. 9. N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation arrangements. p. 100. N84-12166 JACQUES, R. Aero/thermodynamic and acoustic considerations in the design of test-beds for turbojets and turbofans. p. 131. N84-25-25 JAMES, E. Response of propellants to high dynamic stresses. The uses of gun faunch fechiniques. p. 59. N85-17035 JAMES, M. N. Aspects of small crack growth. p. 108. N86-25370 JANISSINS, P. A viscid inviscid interaction procedure for two dimensional cascades. p. 100. N84-16191 JANSSON, T. New dynamic testing techniques and related results at FFA. JARCHOW, F. Load capacity of cages of roller bearings for planet wheels. J.RVIS, M. J. Observations of the mid-latifude enospheric trough from
Two recent cases of marker load applications on cargo/lighter aircraft fatigue tests p 200 N85-24325 NOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84-12177 NOPONEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83-30893	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Optical techniques for airborne displays p 97 N83-30425 HUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 HUNT, M. J. A simulator for studying helicopter weapons systems p 57 N85-16816 HURRASS, K. Avionics Flight Evaluation System (AFES) p 62 N85-22357 HUSMANN, O. K. The MBB combined effects chamber for real time and accelerated tests under simulated space environment p 137 N83-30494 HUSSAIN, C. I. Full coverage impingement heal transfer. The variation in pitch to diameter ratio at a constant gapp p 114 N86-29846 HUTTSELL, L. T. Adaptive flutter suppression, analysis and test p 118 N83-22219 HWANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 HYNES, R. J. Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 124 N85-26756 Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 128 N85-27909	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit. p. 48. N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components. p. 155. N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison between wind tunnel and flight results for aerodynamic performance. p. 9. N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation arrangements. p. 100. N84-12186 JACQUES, R. Aero/thermodynamic and acoustic considerations in the design of fest-beds for turbojets and turbolans. p. 131. N84-25725 JAMES, E. Response of propellants to high dynamic stresses. The uses of gun faunch fechniques. p. 59. N85-17035 JAMES, M. N. Aspects of small crack growth. p. 108. N86-25370 JANSSENS, P. A visicd inviscid interaction procedure for two dimensional cascades. p. 135. N86-27244 JANSON, T. New dynamic testing techniques and related results at p. 145. N86-27244 JARCHOW, F. Load capacity of cages of roller bearings for planet wheels. p. 184. N86-27554. p. 184. N86-27554.
Two recent cases of marker load applications on cargo/higher aircraft fatigue tests p 200 N85-24325 NOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84-12177 NOPPONEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83-30893 P 162 N83-30893 P 162 N83-30893 P 162 N83-30893 P 162 N85-27894 NOPPONEN, R. M. ACT flight research experience p 122 N85-26741 ACT flight research experience p 126 N85-27894 NORNUNG, H. Three-dimensional boundary layers in Germany p 195 N85-2786 NORNUNG, H. G. The vortex skeleton model for three-dimensional steady flows p 76 N84-12101 NORNUNG, H. G. The vortex skeleton model for three-dimensional steady flows p 76 N84-12101 NORNUNG, H. G. Interaction between a shock wave and a vortex flow p 76 N84-12104 NORNUNG, K. M. Pneumatic turbulators A device for drag reduction at Reynolds numbers below 5 million p 53 N85-16791 investigations of modern general aviation propellers p 73 N86-11162 NORUEVILLE, R. Unsteady turbulent boundary layers Experimental and numerical investigations p 144 N86-27235 NOUDEVILLE, R. Unsteady turbulent boundary layers Experimental and numerical investigations p 153 N84-10210 NOUDEVILLE, R. Application of time-linearized methods to oscillating wings in transorice of controllating in heave, pitch and with appreciation at supercritical airroll oscillating in heave, pitch and with appreciations of the supercritical airroll oscillating in heave, pitch and with	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Obical techniques for airborne displays p 97 N83-30425 PUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit. p. 48. N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components. p. 155. N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison between wind tunnel and flight results for aerodynamic performance. p. 9. N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation arrangements. p. 100. N84-12186 JACQUES, R. Aero/thermodynamic and acoustic considerations in the design of test-beds for turbojets and turbofans. p. 131. N84-25725 JAMES, E. Response of propellants to high dynamic stresses. The uses of gun faunch fechinques. p. 59. N85-17-035 JAMES, M. N. Aspects of small crack growth. p. 108. N86-25370 JANISSENS, P. A viscid inviscid interaction procedure for two dimensional cascades. p. 100. N84-16191 JANSSON, T. New dynamic testing techniques and related results at FFA. Load capacity of cages of roller bearings for planet wheels. J.RVIS, M. J. Observations of the mid-latifude ionospheric trough from Antarchoa.
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85-24325 NOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84-12177 NOPONEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83-30893 P 163 N83-36781 P 164 N83-3480 P 16	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Optical techniques for airborne displays p 7 N83-30425 HUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 HUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 HURRASS, K. Avionics Flight Evaluation System (AFES) p 62 N85-22357 HUSMANN, O. K. The MBB combined effects chamber for real time and accelerated tests under simulated space environment p 137 N83-30494 HUSSAIN, C. I. Full coverage impingement heal transfer The variation in pitch to diameter ratio at a constant gapp p 114 N86-29846 HUTTSELL, L. T. Adaptive flutter suppression, analysis and test p 118 N83-22219 HWANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 HYNES, R. J. Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 124 N85-26756 Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 128 N85-27909	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit. p. 48. N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components. p. 155. N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison between wind funnel and flight results for aerodynamic performance. p. 9. N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation arrangements. p. 100. N84-12186 JACQUES, R. Aero/thermodynamic and acoustic considerations in the design of test-beds for turbojets and turbofans. p. 131. N84-25725 JAMES, E. Response of propellants to high dynamic stresses. The uses of gun faunch fechniques. p. 59. N85-17035 JAMES, M. N. Aspects of small crack growth. p. 108. N86-25370 JANSSENS, P. A viscid inviscid interaction procedure for two dimensional cascades. p. 100. N84-16191 JANSSON, T. New dynamic testing techniques and related results at FFA. JARCHOW, F. Load capacity of cages of roller bearings for planet wheels. p. 92. N85-23775 J./RYIS, M. J. Observations of the mid-latifude ionospheric trough from Antarchoa. JEAL, R. N. Damage folerance. concepts for critical engine.
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85-24325 NOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84-12177 NOPPONEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83-30893 P 162 N83-25786 NRMER, R. M. ACT flight research experience p 122 N85-25786 NRMING, H. G. Three-dimensional boundary layers A report on work in Germany p 195 N85-25786 NORNUNG, H. G. The vortex skeleton model for three-dimensional steady flows p 76 N84-12101 NORNUNG, H. G. Inferaction between a shock wave and a vortex flow p 76 N84-12101 NRMING, H. G. HORSTMANN, K. H. Pneumatic turbulators A device for drag reduction at Reynolds numbers below 5 million p 53 N85-16791 (investigations of modern general aviation propellers p 73 N86-11162 HORTON, R. C. New developments in materials recycling by the US Bureau of Mines p 151 N84-33480 NOUDEVILLE, 1 Uniteady turbulent boundary layers Experimental and numerical investigations p 144 N86-27235 NOUDEVILLE, 1 Application of time-linearized methods to oscillating wings in transoric flow and flutter p 65 N85-25182 NOUNEY, R. Analysis of transcrisc aerodynamic characteristics for a supercritical auriod oscillating in heave, pitch and with oscillating auriogs in transoric ceredoversions to rarfollo oscillating our part of collidation of p 64 N85-25175 Unisteady aerioad computations to rarfollo oscillation of intercritical auriod oscillation in heave, pitch and with oscillating aerical aeriod oscillating in heave, pitch and with oscillating aerical aeriod oscillating in heave, pitch and with oscillating aerical aeriod oscillating in heave, pitch and with oscillating aerical aeriod oscillating to p 100 Socillating of considering aerical aeriod oscillating to p 100 Socillating of considering aerical aeriod oscillating to p 100 Socillating of considering to the p 100 Socillating aerical aeriod oscillating to per	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Obtical techniques for airborne displays p 97 N83-30425 HUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 HUNN, M. A simulator for studying helicopter weapons systems p 57 N85-16816 HURRASS, K. Avionics Flight Evaluation System (AFES) P 62 N85-22357 HUSMANN, O. K. The MBB combined effects chamber for real time and accelerated tests under simulated space environment p 137 N83-30494 HUSSAIN, C. I. Full coverage impingement healt transfer. The variation in pitch to diameter ratio at a constant gapp. HUTSELL, L. T. Adaptive flutter suppression, analysis and test p 118 N83-22219 HWANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 HWANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 HYNES, R. J. Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 124 N85-26756 Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 128 N85-27909	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit. p. 48. N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components. p. 155. N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison between wind tunnel and flight results for aerodynamic performance. p. 9. N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation airrangements. p. 100. N84-12186 JACQUES, R. Aero/thermodynamic and acoustic considerations in the design of fest-beds for turbojets and turbofans. p. 131. N84-25725 JAMES, E. Response of propelliants to high dynamic stresses. The uses of gun faunch fechniques. p. 59. N85-17035 JAMES, M. N. Aspects of small crack growth. p. 108. N86-25370 JANISSENS, P. A viscid inviscid interaction procedure for two dimensional cascades. p. 100. N84-1691 JANSSON, T. New dynamic testing techniques and related results at FFA. JARCHOW, F. Load capacity of cages of roller bearings for planet wheels. J. New dynamic testing technique in the p. 128-2375 J.RVIS, M. J. Observations of the mid-latifude ionospheric trough from Alfarchica. p. 184. N85-27554 JARCHOW, F. Load capacity of cages of roller bearings for planet wheels. J. New dynamic testing technique incomponents for critical engine. J. New dynamic testing fechnique in the p. 127-186-25361.
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85:24325 NOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84:12177 NOPPONEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83:30893 P 162 N83:30893 P 162 N83:30893 P 162 N83:30893 P 164 N85:26741 ACT flight research experience p 122 N85:26741 ACT flight research experience p 126 N85:27894 PORNUNG, H. Three-dimensional boundary layers A report on work in Germany P 195 N85:25786 P NRUNG, H. G. The vorter skeleton model for three-dimensional steady flows p 76 N84:12101 P 165 N85:25786 P NRUNG, H. G. HORSTMANN, K. H. Pneumatic turbulators A device for drag reduction at Reynolds numbers below 5 million p 53 N85:16791 investigations of modern general avation propellers p 73 N86:11162 P 173 N86:11162 P 173 N86:11162 P 173 N84:33480 NOUDEVILLE, R. Unsteady turbulent boundary layers Experimental and numerical investigations of cumulative damage in composites during senice p 153 N84:10210 P 165 N85:25182 P 160 N85:25182 P 160 N85:25182 P 160 N85:25175 Unsteady airola oscillating in attached and separated compressible flow P 188:25175 Unsteady airola oscillating in attached and separated compressible flow P 188:25175 Unsteady airola oscillating in attached and separated compressible flow P 188:25175	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Optical techniques for airborne displays p97 N83-30425 HUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 HUON, M. A simulator for studying helicopter weapons systems p57 N85-16816 HURRASS, K. Avionics Flight Evaluation System (AFES) p62 N85-22357 HUSMANN, O. K. The MBB combined effects chamber for real time and accelerated tests under simulated space environment p137 N83-30494 HUSSAIN, C. I. Full coverage impingement heat transfer. The variation in pitch to diameter ratio at a constant gapp. HUTSELL, L. T. Adaptive flutter suppression, analysis and test p118 N83-22219 HWANG, C. Adaptive flutter suppression, analysis and test p118 N83-22219 HYNES, R. J. Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p124 N85-26756 Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p128 N85-27909 IDE, H. Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p144 N86-27237 ILIEF, K. W.	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit. JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components. p 155 N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison between wind tunnel and flight results for aerodynamic performance. p 9 N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation arrangements. p 100 N84-12186 JACQUES, R. Aero/thermodynamic and acoustic considerations in the design of test-beds for turbojets and turbofans. p 131 N84-25725 JAMES, E. Response of propellants to high dynamic stresses. The uses of gun faunch fechniques. p 59 N85-17035 JAMES, M. N. Aspects of small crack growth. JANSSENS, P. A viscid inviscid interaction procedure for two dimensional cascades. p 100 N84-1861 JANSSON, T. New dynamic testing techniques and related results at FFA. JARCHOW, F. Load capacity of cages of roller bearings for planet wheels. JOSservations of the mid-latitude ionospheric trough from Antarchoa. JEALL, R. H. Damage folerance concepts for critical engine components. EFFERIES, E. B.
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85-24325 NOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84-12177 NOPPONEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83-30893 P 162 N83-25786 NRMER, R. M. ACT flight research experience p 122 N85-25786 NRMING, H. G. Three-dimensional boundary layers A report on work in Germany p 195 N85-25786 NORNUNG, H. G. The vortex skeleton model for three-dimensional steady flows p 76 N84-12101 NORNUNG, H. G. Inferaction between a shock wave and a vortex flow p 76 N84-12101 NRMING, H. G. HORSTMANN, K. H. Pneumatic turbulators A device for drag reduction at Reynolds numbers below 5 million p 53 N85-16791 (investigations of modern general aviation propellers p 73 N86-11162 HORTON, R. C. New developments in materials recycling by the US Bureau of Mines p 151 N84-33480 NOUDEVILLE, 1 Uniteady turbulent boundary layers Experimental and numerical investigations p 144 N86-27235 NOUDEVILLE, 1 Application of time-linearized methods to oscillating wings in transoric flow and flutter p 65 N85-25182 NOUNEY, R. Analysis of transcrisc aerodynamic characteristics for a supercritical auriod oscillating in heave, pitch and with oscillating auriogs in transoric ceredoversions to rarfollo oscillating of united poscillating in heave, pitch and with oscillating varietics of services of the services of serv	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Optical techniques for airborne displays p 97 N83-30425 HUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 HUNT, M. J. A simulation for studying helicopter weapons systems p 57 N85-16816 HURRASS, K. Avionics Flight Evaluation System (AFES) p 62 N85-22357 HUSMANN, O. K. The MBB combined effects chamber for real time and accelerated tests under simulated space environment p 137 N83-30494 HUSSAIN, C. I. Full coverage impingement heal transfer The variation in pitch to diameter ratio at a constant gapp p 114 N86-29846 HUTTSELL, L. T. Adaptive flutter suppression, analysis and test p 118 N83-22219 HWANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 HYNES, R. J. Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 124 N85-26756 Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 128 N85-27909	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit. p. 48. N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components. p. 155. N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison between wind tunnel and flight results for aerodynamic performance. p. 9. N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation arrangements. p. 100. N84-12186 JACQUES, R. Aero/thermodynamic and acoustic considerations in the design of test-beds for turbojets and turbolans. p. 131. N84-25-25 JAMES, E. Response of propellants to high dynamic stresses. The uses of gun faunch fechniques. p. 59. N85-17035 JANES, M. N. Aspects of small crack growth. p. 108. N86-25370 JANISSENS, P. A viscid inviscid interaction procedure for two dimensional cascades. p. 100. N84-16191 JANSSENS, P. Load capacity of cages of roller bearings for planet wheels. p. 92. N85-2375 J.RVIS, M. J. Observations of the mid-latifude ionospheric trough from Antarchoa. JEAL, R. N. Damage folerance concepts for critical engine components. JEFFERIES, E. 9. The use of free-flight models for the prediction of departure control.
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85:24325 NOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84:12177 NOPONEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83:30893 P 164 N83:30893 P 164 N85:25894 NOPKINS, J. R. ACT flight research experience p 122 N85:257894 NORMER, R. M. ACT flight research experience p 126 N85:257894 NORMER, G. Three-dimensional boundary layers A report on work in Germany P 195 N85:25786 NORMUNG, H. Three-dimensional boundary layers A report on work in Germany p 195 N85:25786 NORMUNG, H. G. The vortex skeleton model for three-dimensional steady flows p 76 N84:12101 NORMUNG, H. G. HORSTMANN, K. H. Preumatic turbulators A device for drag reduction at Reynolds numbers below 5 million p 53 N85:16791 (rivestigations of modern general avaiton propellers p 73 N86:11162 NOUDEVILLE, R. Unsteady turbulent boundary layers Experimental and numerical investigations p 144 N86:27238 NOUDEVILLE, R. Application of time-linearized methods to oscillating wings in transoric Geodynamic characteristics for a supercritical airrol oscillating in heave, prich and with oscillating flap p 64 N85:25175 Unsteady atrioad computations for airrol oscillating in attached and seperated compressible flow p 145 N86:27238 NOWELL, R. Q.	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Optical techniques for airborne displays p 97 N83-30425 PUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PURRASS, K. Avionics Flight Evaluation System (AFES) p 62 N85-22357 PUSMANN, O. K. The MBB combined effects chamber for real time and accelerated tests under simulated space environment p 137 N83-30494 PUSSAIN, C. I. Full coverage impingement heat transfer. The variation in pitch to diameter ratio at a constant gapp p 114 N86-29846 PUTTSELL, L. T. Adaptive flutter suppression, analysis and test p 118 N83-22219 PUMANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 PUMANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 PUMANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 PUMANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 PUMANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 PUMANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 PUMANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 PUMANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 PUMANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 PUMANG, C. Adaptive flutter suppression, analysis and test p 118 N83-2219 PUMANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 PUMANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 PUMANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 PUMANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 PUMANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 PUMANG, C.	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit. JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components. JECOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison between wind tunnel and flight results for aerodynamic performance. p. 9. N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation arrangements. p. 100 N84-12186 JACQUES, R. Aero/fthermodynamic and acoustic considerations in the design of test-beds for turbojets and turbofans. p. 131 N84-25725 JAMES, E. Response of propellants to high dynamic stresses. The uses of quir faunch techniques. p. 59 N85-17035 JAMES, M. N. Aspects of small crack growth. JANSSENS, P. A viscid inviscid interaction procedure for two dimensional cascades. p. 100 N84-16191 JANSSON, T. New dynamic testing techniques and related results at p. 145 N86-27244 JARCHOW, F. Load capacity of cages of roller bearings for planet wheels. J. (RVI), M. J. Observations of the mid-latitude ionospheric trough from Antarctica. p. 184 N86-27554 JEAL, R. N. Damage folerance concepts for critical engine components. JEFFERIES, E. B. 10 N83-30368
Two recent cases of marker load applications on cargor (higher aircraft fatigue tests p 200 N85:24325 MOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84:12177 HOPPONEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83:30893 P 163 N83:30893 P 164 N83:20893 P 164 N83:208	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Optical techniques for airborne displays p 97 N83-30425 HUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 HUNT, M. J. A simulation for studying helicopter weapons systems p 57 N85-16816 HURRASS, K. Avionics Flight Evaluation System (AFES) p 62 N85-22357 HUSMANN, O. K. The MBB combined effects chamber for real time and accelerated tests under simulated space environment p 137 N83-30494 HUSSAIN, C. I. Full coverage impingement heal transfer The variation in pitch to diameter ratio at a constant gapp p 114 N86-29846 HUTTSELL, L. T. Adaptive flutter suppression, analysis and test p 118 N83-22219 HWANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 HYNES, R. J. Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 124 N85-26756 Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 128 N85-27909	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit. p. 48. N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components. p. 155. N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison between wind tunnel and flight results for aerodynamic performance. p. 9. N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation airrangements. p. 100. N84-12186 JACQUES, R. Aero/thermodynamic and acoustic considerations in the design of fest-beds for turbojets and turbofans. p. 131. N84-25725 JAMES, E. Response of propelliants to high dynamic stresses. The uses of gun faunch fechniques. p. 59. N85-17035 JAMES, M. N. Aspects of small crack growth. p. 108. N86-25370 JANISSENS, P. A visical inviscid interaction procedure for two dimensional cascades. p. 100. N84-1691 JANSSON, T. New dynamic testing techniques and related results at FFA. JARCHOW, F. Load capacity of cages of roller bearings for planet wheels. J.RVIS, M. J. Observations of the mid-latifude ionospheric trough from Antarctica. p. 184. N86-2754 JARCHOW, F. Load capacity of cages of roller bearings for planet wheels. J.RVIS, M. J. Observations of the mid-latifude ionospheric trough from Antarctica. p. 184. N86-2754 JARCHOW, F. Load capacity of cages of roller bearings for planet wheels. J.RVIS, M. J. Observations of the mid-latifude ionospheric trough from Antarctica. p. 184. N86-2754 JRVIS, M. J. Damage forerice concepts for critical engine components. JEFFERIES, E. B. The use of free-flight models for the prediction of departure control. p. 10. N83-30368 JESSEN, K. Aeromedical support of helicopter medical evacuation.
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85:24325 NOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84:12177 NOPONEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83:30893 P 162 N83:30893 N84:1217 NOPONEN, J. D. System aspects of clear air propagation above 40 GHz p 126 N83:30893 N85:27894 NORMER, R. M. ACT flight research experience p 122 N85:26741 ACT flight research experience p 126 N85:27894 NORMER, H. Three-dimensional boundary layers A report on work in Germany p 195 N85:25786 NORNUNG, H. G. The vortex skeleton model for three-dimensional steady flows p 76 N84:12101 NORNUNG, H. G. Interaction between a shock wave and a vortex flow p 76 N84:12104 NORSTMANN, K. H. Preumatic turbulators A device for drag reduction at Reynolds numbers below 5 million p 53 N85:16791 (investigations of modern general aviation propellers p 73 N86:11162 NOVDEVILLE, R. Unsteady turbulent boundary layers Experimental and numerical investigations p 144 N86:27235 NOUDEVILLE, R. Unsteady turbulent boundary layers Experimental and numerical investigations p 153 N84:10210 NOVDEVILLE, R. Long demicional flow and flutter p 65 N85:25182 NOUGHTON, W. W. Characterization of cumulative damage in composites during senice p 153 N84:10210 NOUDEVILLE, R. Application of time-linearized methods to oscillating wings in transonic flow and flutter p 65 N85:25182 NOUMER, R. G. Long term cross-polar statistics at 12 and 14 GHz on a 30 deg stant-path p 163 N83:30899	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Optical techniques for airborne displays p 97 N83-30425 PUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator for studying helicopter weapons systems p 57 N85-16816 PUON, M. A simulator file to a simulated space environment p 137 N83-22357 PUON, P 107 N85-16816 PUON, P 107 N83-30494 PUON	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit. JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components. p 155 N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transpine wing. A comparison between wind tunnel and flight results for aerodynamic performance. p 9 N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation arrangements. p 100 N84-12186 JACQUES, R. Aero/thermodynamic and acoustic considerations in the design of test-beds for turbojets and turbofans. p 131 N84-25725 JAMES, E. Response of propellants to high dynamic stresses. The uses of quin faunch fechniques. p 59 N85-17035 JAMES, M. N. Aspects of small crack growth. JANTSENS, P. A viscid inviscid interaction procedure for Neo-dimensional cascades. p 100 N84-12186 JARCHOW, F. Load capacity of cages of roller bearings for planet wheels. J.RYIS, M. J. Observations of the mid-latifude ionospheric trough from Antarchoa. JEFFERIES, E. B. The use of free flight models for the prediction of page and recomponents. JEFFERIES, E. B. The use of free flight models for the prediction of page and recomponents. JEFSERIES, E. B. The use of free flight models for the prediction of departure control. p 213 N84-26289
Two recent cases of marker load applications on cargor (higher aircraft fatigue tests p 200 N85:24325 MOPKINS, J. R. Optimization of engine power offtake by secondary power system design p 99 N84:12177 HOPPONEN, J. D. System aspects of clear air propagation above 40 GHz p 162 N83:30893 P 163 N83:30893 P 164 N83:20893 P 164 N83:208	skywave signals from the continental US and Canada received at Fairbanks, Alaska p 183 N86-27546 NUNT, G. H. Optical techniques for airborne displays p 97 N83-30425 HUNT, M. J. The speech signal p 165 N83-34181 Speaker differences in speech and speaker recognition p 166 N83-34184 HUNH, M. J. A simulator for studying helicopter weapons systems p 57 N85-16816 HURRASS, K. Avionics Flight Evaluation System (AFES) P 62 N85-22357 HUSMANN, O. K. The MBB combined effects chamber for real time and accelerated tests under simulated space environment p 137 N83-30494 HUSSAIN, C. I. Full coverage impingement healt transfer. The variation in pitch to diameter ratio at a constant gapp p 114 N86-29846 HUTTSELL, L. T. Adaptive flutter suppression, analysis and test p 118 N83-22219 HWANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 HWANG, C. Adaptive flutter suppression, analysis and test p 118 N83-22219 HYNES, R. J. Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 124 N85-26756 Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 128 N85-27909	JACK, M. A. Built-in test and self-repair mechanisms in a digital correlator integrated circuit. p. 48. N85-16741 JACKSON, G. Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components. p. 155. N84-10223 JACOB, D. Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison between wind tunnel and flight results for aerodynamic performance. p. 9. N83-30361 JACQUES, C. The 400 Hz generators evolution, effects on installation airrangements. p. 100. N84-12186 JACQUES, R. Aero/thermodynamic and acoustic considerations in the design of fest-beds for turbojets and turbofans. p. 131. N84-25725 JAMES, E. Response of propelliants to high dynamic stresses. The uses of gun faunch fechniques. p. 59. N85-17035 JAMES, M. N. Aspects of small crack growth. p. 108. N86-25370 JANISSENS, P. A visical inviscid interaction procedure for two dimensional cascades. p. 100. N84-1691 JANSSON, T. New dynamic testing techniques and related results at FFA. JARCHOW, F. Load capacity of cages of roller bearings for planet wheels. J.RVIS, M. J. Observations of the mid-latifude ionospheric trough from Antarctica. p. 184. N86-2754 JARCHOW, F. Load capacity of cages of roller bearings for planet wheels. J.RVIS, M. J. Observations of the mid-latifude ionospheric trough from Antarctica. p. 184. N86-2754 JARCHOW, F. Load capacity of cages of roller bearings for planet wheels. J.RVIS, M. J. Observations of the mid-latifude ionospheric trough from Antarctica. p. 184. N86-2754 JRVIS, M. J. Damage forerice concepts for critical engine components. JEFFERIES, E. B. The use of free-flight models for the prediction of departure control. p. 10. N83-30368 JESSEN, K. Aeromedical support of helicopter medical evacuation.

DEWELL, J. L.	JORD
Prospects for parallel nonlinear optical signal processing	TI
using GaAs etalons and ZnS interference filters p.237 N85-29765	GROL
JODOGNE, J. C.	Bi
Multipath and Doppler observations during transatlantic digital HF propagation experiments p 174 N85-19281	JORD
JOHANSEN, T. S.	JOHO
Vestibular and oculomotor function during Gz variations p.215 N85 20645	JORG
JOHNSON, A. H.	H
Navy operational loads data sources and systems	JOSH
p 45 N85-15668 JOHNSON, A. L.	D
influence of ionospheric irregularity shape and velocity	airci Ai
on the design of airborne satellite communications systems p 182 N86-27538	~
JOHNSON, B. L.	JOSLY
A revolutionary design method for VLSI signal processors p 190 N86-28361	JSEG!
processors p 190 N86-28361 JOHNSON, C. B.	Jaeui In
High Reynolds number tests of the cast 10-2/DOA2	mod
transonic airfoil at ambient and cryogenic temperature conditions p 33 N84-23575	
JOHNSON, E. H.	
Development and application of digital control for tactical aircraft flutter suppression p.3 N83-22108	
Adaptive flutter suppression, analysis and test	KAES
p 118 N83-22219	-
JOHNSON, W. Recent developments in the dynamics of advanced rotor	KALE
systems p 70 N85-28917	test
JOHNSON, W. R. Design and verification of electromagnetic compatibility	
in airborne weapons systems p 27 N84-15066	KALL I Fi
JOHNSTON, D.	the
A perspective on superaugmented flight control advantages and problems p 124 N85-27886	
JOHNSTON, D. E.	KALL
A perspective on superaugmented flight control advantages and problems p 121 N85-26733	tunn
JOHNSTON, J. T.	KALT.
The F-15 flight loads tracking program p 45 N85-15666	o sem
JOINER, R. G.	KALW
Effects of the ionosphere on ELF signals during polar	G
cap absorption events Comparison of theory and experiments p 186 N86-27562	surf. KAMI:
JOISEL, A.	Α
Adaptive protection of detection systems operating by spread spectrum p 202 N84-15652	blov
Contending with jamming in decametric waves in an	KAND
adaptive system of all-directional antennas	cau
JOLIVET, J. P. p. 202 N64-15653	(AG KAPS
A system for measuring the characteristics of the	W
ionospheric channel by digital transmissions p 175 N85-19287	
JONCKHEERE, R. E.	KAR,
Load carrying capacity of double circular arc gears p 92 N85-23776	
JONDA, W.	KAR.
Do new aircraft need new technologies and certification	0
rules? p.95 N85-23795 JONES, A. S.	KARN
Testing of flexible deployed solar array (L-SAT)	G Sys
p 137 N83-30493 JONES, D. J.	KASS
Two-dimensional wind tunnel wall interference	T
[AD-A138964] p 81 N84-20499	mis: S
Reference test cases and contributors p.83 N86-15261	in th
JONES, D. R.	KATZ A
Biofeedback treatment of airsickness. A review	non
p 217 N85-20660 JONES, G.	KATZ C
Secondary power supplies for a small single engine	۲,
combat aircraft p 99 N84-12175	KAUF
JONES, G. L. High angle of attack test and evaluation techniques for	E test
the 1980s p.41 N84-34399	KAUL
JONES, J. E.	T Pro-
A new technique for terrain following/terrain avoidance guidance command generation p.89 N86-26325	Pro
JONES, T. B.	KAUL
Anomalous absorption effects produced by high power	T Pro
radio waves in the high latitude ionosphere p 160 N83-30878	
An ionospheric mode detection system for HF	KAYN
communications application p 174 N85-19282	airc
JONES, T. V. The effect of density ratio on the film-cooling of a flat.	KEIN
plate p 112 N86-29833	J

	PERSONAL AUTHOR INDEX
PRDAN, D.	KELLY, J. J.
The mentor approach to requirements specification p.5. N83-22120	The Navy program to develop replacements for critical and strategic materials p 151 N84-33478 KELLY, L. G.
IRDAN, J. R. Built-in test and self repair mechanisms in a digital correlator integrated circuit p.48 N85-16741	Composite structure repair [AD-A141436] p 155 N84-31300
PRDEN, W. Recycling conform design p 152 N84-33488	KEMMLER, R. W. Psychological components in the development and
PRGENSON, W. E. Hot gas APU starter for advanced aircraft applications	prevention of air sickness p 217 N85-20659 KEMPF, K.
p 99 N84-12178 PSHI, D. S.	Optically nonlinear and bistable behaviour of direct gap semiconductors p 236 N85-29759 KENAHAN, C. B.
Development and application of digital control for tactical aircraft flutter suppression p.3 N83-22108	New developments in materials recycling by the US
aircraft flutter suppression p 3 N83-22108 Adaptive flutter suppression, analysis and test p 118 N83-22219	Bureau of Mines p. 151 N84-33480 KENNEDY, G. R. A GaAs refractometer for tropospheric studies
SLYN, H. D. Compressor rotor aerodynamics p 103 N84-16210	p 170 N84-24952
IEGER, D. Increasing significance of electromagnetic effects in	Simulator sickness: Reaction to a transformed perceptual world. 6. Preliminary site surveys
modern aircraft development p 23 N84-15041	p 216 N85-20653 KERSLEY, L. High-latitute scintillations using NNSS satellites
K	p 182 N86-27540
AESTNER, F. Concepts for avionic and weapon integration facilities	KERVELLA, I. M. The embedded test (BIT) Impact on the total cost of possession p.47 N85-16734
p 27 N84-15070 ALETKA, J.	KESLER, D. F. Development and application of digital control for tactical
Correlation aspects of analytical wind tunnel and flight test results for a hingeless rotor helicopter	aircraft flutter suppression p 3 N83-22108 KETCHAM, S. J.
p 11 N83-30373	Current procurement specification design requirements for US Navy aircraft p 37 N84-25615 KEY, D. L.
Full-scale Hight and model-scale wind tunnel tests on the nearfield noise characteristics of aircraft propellers p.74 N86-11172	Helicopter simulation validation using flight data p 11 N83-30372
ALLERGIS, M. K.	A review of US Army aircrew-aircraft integration research programs p.57 N85-16814
Propeller and rotor noise testing in aeroacoustic wind tunnels p 35 N84-23583	Assessment of simulation fidelity using measurements of piloting technique in flight p 57 N85-16817
Optically nonlinear and bistable behaviour of direct gap semiconductors p 236 N85-29759	RHAN, T. Potential of metal-matrix composites as superalloy substitutes p 150 N84-33474
ALWEIT, M. Generation of marker lines on fatigue fracture surfaces p 200 N85-24328	KHATTAB, A. A. Computational aspects of unsteady flows
AMIS, D. N. A self-contained captive trajectory system for a	p 144 N86-27232 KILGO S. R. A.
blowdown wind tunnel p 36 N84-23596 ANDACHAR, P. V.	The NASA Langley 0.3-m transonic cryogenic tunnel p 134 N86-20428 Other cryogenic wind-tunnel projects
AGARD Corrosion Handbook Volume 1 Corrosion, causes and case histories	p 135 N86-20431
AGARD-AG-278-VOL-1 p.157 N86-16374 APSA, P. Wear reduction by lubricants in confined contacts	Micro-heads-up display for enhancement of night vision goggle operations p 223 N86-26809
p 94 N85-23786 AR, A. K.	KIMBALL, K. A. Selected factors affecting aircrew performance during
Optical bistability in Cd(x)Hg(1-x)Te p 236 N85-29760	sustained operations p 208 N84-21074 KING, J. W. Ionospheric factors affecting the performance of HF
AR, J. G. H. Optically bistable devices using InSb	sky-wave sea-state radars p 203 N84-15656 KING, R. J.
p 236 N85-29758	Physical modeling of EM propagation over nonhomogeneous terrain p 167 N84-12370
General Integrated Multipurpose Inflight Calibration System (GIMICS) p 44 N84-34420	Numerical modeling techniques for half-space (ground) problems p 167 N84-12374
ASS, J. The European vestibular experiments of the Spacelab-1 mission p. 219 MR5-31808	KING, S. P. The influence of aeroelastic stability requirements on
Some results of the European vestibular experiments	helicopter design p 16 N84-11127 KING, T. T.
in the Spacelab 1 mission p 219 N85-31809 ATZ, J. Application of CFD techniques toward the validation of	Damage tolerance design concepts for military engines p.107 N86-25363
nonlinear aerodynamic models p 148 N86-27265 ATZ, R. N.	KINLOCH, A. J. Crack growth in propellants p 59 N85-17034
Ceramics as substitutes for scarce metals p 151 N84-33479 AUFMAN, A.	KINNA, M. A. The Navy program to develop replacements for critical
Engine cyclic durability by analysis and material testing p.106 N85-15744	and strategic materials p 151 N84-33478 KIOCK, R.
AUL, H. J. The flight control system for the Experimental Aircraft	The boundary layer behaviour of an advanced gas turbine rotor blade under the influence of simulated film cooling p 117 N86-29862
Programme (EAP) demonstration aircraft p 128 N85-27908	KIRBY, D. A. Investigations into the effects of scale and
AUL, J. The flight control system for the Experimental Aircraft Programme (EAP) demonstrator aircraft	compressibility on lift and drag in the RAE 5m pressurized low-speed wind tunnel p.51 N85-16773
p 124 N85-26755 AYNES, I. W.	KIROUAC, G. Benefits to industry (of coordinated defence/aerospace information structure) p 240 N83-31540
The initial design of active control systems for a flexible active control systems for a flexible p. 16 N84-11125	KIRSCH, K. A.
EINER, W. L. Joint service design for testability program p. 47 N85-16733	Cardiovascular research in space Problems and results p 220 N85-31817 KIRSTEN, P. W.
ELLER, J. J. Vortex breakdown: A two-stage transition	Predicted and flight test results of the performance and stability and control of the space shuttle from reentry to
p 79 N84-12124	landing p 9 N83-30360 KITSON, 8. T.
On the relationship of E region attriction in the demode	C W. 4

Some results from a programme of research into the structure of vortex flow fields around missile shapes p.77 N84-12111

The measurement of local heat transfer coefficients in blade cooling geometries p.114 N86-29848

The isentropic light piston annular cascade facility at RAE Pyestock p.115 N86-29851

JONES, W. N.
The Global Positioning System (GPS) Program status update p 233 N85-20761

KELLY, J. D.

On the relationship of F-region structure in the dayside auroral oval to HF backscatter signatures attributed to the polar cusp p 184 N86-27552

KLEIN, K.	KOLKMAN, H. J.	KROGMANN, U. K.
In-flight accuracy and coverage tests of ESM- and ECM-systems p.43 N84-34412	Fatigue crack propagation and fracture in 7050 and 7091 aluminum alloy forgings p 199 N85-24324	Introduction to optical rate sensors p 13 N83-34895
KLEIN, K. E.	KONGELBECK, K. S.	KRUH, P.
Circadian rhythms and sustained operations	Potential impact of VLSI technologies on guided missile	Coverage and buildup of the Navstar constellation
p 207 N84-21067	design p 191 N86-28362 KONISHI, D. Y.	p 233 N85-20764
Evaluation of Results of Space Experiments in Physiology and Medicine and Informal Briefings by the F-16	Delamination growth in composite structures under	KRUPP, J. H. The cumulative effects of long term exposure to low
Medical Working Group p 218 N85-31806	inplane compression loading p 155 N84-10224	levels of radiofrequency radiation (RFR)
KLEINHANSS, G.	KOPKA, H.	p 179 N85-27132
Sustained military operations with particular reference	Anomalous absorption effects produced by high power radio waves in the high latitude ionosphere	KRUSE, H.
to prolonged exercise p 210 N84-21081 KLEINSCHMIDT, M.	p 160 N83-30878	Effects of hole geometry, wall curvature and pressure gradient on film cooling downstream of a single row
Software verification of a civil avionic AHR system	KORNER, H.	p 112 N86-29831
p 7 N83-22138	Mathematical modelling and theoretical methods for the aerodynamic behaviour of control devices	KTENIDIS, P.
Initial alignment and augmentation of the ARINC 705	p 118 N84-10085	Boundary layer development on rotating bodies of
strapdown AHRS LTR-81 p 88 N84-25699 KLENK, H.	KORTE, U.	revolution p 102 N84-16204 KUBINA, S. J.
On aircraft test software for first line maintenance	Flight test experience with a digital integrated guidance and control system in a CCV fighter aircraft	Numerical modelling methods for predicting antenna
p 9 N83-22152	p 3 N83-22110	performance on aircraft p 168 N84-12375
KLINGELE, H.	Testing of the digital flight control system of the German	Computer graphics techniques for aircraft EMC analysis
Essential features in fatigue fractures and remarkable phenomena in fatigue crack growth p 199 N85-24322	CCV fighter experimental aircraft p 63 N85-22361 Some flight test results with redundant digital flight	and design p 25 N84-15055 KUENY, J. L.
KLINGSHIRN, C.	control systems p 122 N85-26739	Experimental study of unsteady turbulent boundary
Optically nonlinear and bistable behaviour of direct gap	Some flight test results with redundant digital flight	layers subject to mean pressure gradients of zero or
semiconductors p 236 N85-29759	control systems p 125 N85-27892	positive p 144 N86-27234
KLINKER, F. Simulation of the performance of adaptively controlled	KOSCHEL, W. Effect of film cooling on the aerodynamic performance	KUTLER, P. Status and prospects of computational fluid dynamics
Navstar antennas in battlefield scenarios	of a turbine cascade p 116 N86-29859	for unsteady transonic flow p 64 N85-25180
p 176 N85-19292	KOSSEY, P. A.	KWOH, S. W.
KLIPPENBERG, N.	Conductivity profiles of the disturbed polar ionosphere from VLF reflection data p 186 N86-27560	The nature of microwave backscattering from water
A comparison between predicted and measured propagation loss in the VHE/UHF range in rugged	Characteristics of high latitude meteor scatter	waves p 205 N84-15669
terrain p 175 N85-19285	propagation parameters over the 45 - 104 MHz band	ā
KLOBUCHAR, J. A.	p 186 N86-27565 KOST, F. H.	L
Total electron content and L band amplitude and phase	Aerodynamic effect of coolant ejection in the rear part	
scintillation measurements in the polar cap ionosphere p 181 N86-27535	of transonic rotor blades p 117 N86-29861	LAAN, D. J. Recent advances in computational methods to solve
Formation and detection of high latitude ionospheric	KOTANSKY, D. R.	the high-lift multi-component airfoir problem
rregularities . p 185 N86-27558	Jet flowfields p 40 N84-25631 KOUL, A. K.	p 51 N85 1677
KLOECKNER, H. W.	Problems and possibilities for life extension in gas turbine	LACKNER, J. R.
An integrated approach toward recognizing, locating and combating targets from a modern interceptor aircraft	components p 105 N85-15742	Influence of gravitoinerfial force level on apparen magnitude of coriolis cross-coupled angular acceleration
p 192 N86-28370	Practical experience with damage tolerance based life extention of turbine engine components	and motion sickness p 214 N85-2064
KNAUER, K.	p 111 N86-25383	LACOR, C.
Ground and flight test techniques used for proof of structural integrity of the Tornado combat aircraft	KRAAN, A. N.	Computation of three-dimensional inviscid, rotational flows p.196 N85-3229
p 12 N83-30377	Comparison of flight and wind tunnel buffeting	LADEL, J.
KNAUS, A.	measurements on the SAAB 105 aircraft p 10 N83-30369	The MIRAGE 2000. Fly by wire control and safety
A technique to determine lift and drag polars in flight p 41 N84-34402	KRAFT, E. M.	p 30 N84-1509:
KNEELAND, B. T.	A review and an update of the FDP Specialists Meeting	Optimizing the maneuvers of an observation satellife
The impact of the F.A-18 aircraft digital flight control	(London) on Wall Interference in Wind Tunnels p.33 N84 23570	for rapid overflight of a precise point on Earth
system and displays on flight testing and safety	RAG, B.	p 140 N84-2461
p.30 N84-15091 Flight testing and development of the F:A-18A digital	OLGA An open loop gust alleviation	LAKE, B. M. The nature of microwave backscattering from water
flight control system p 122 N85-26743	p 122 N85-26744 OLGA An open loop gust alleviation system	waves p 205 N84-1566
Flight testing and development of the F:A-18A digital	p 126 N85-27897	LAKSHMINARAYANA, B.
flight control system p 126 N85-27896 KNIGHT, J. C.	Generation of two-dimensional gust fields in subsonic	Annulus wall boundary layer development in
Software fault tolerance for real-time avionics systems	wind-tunnels p 146 N86-27247	compressor stage, including the effects of tip clearance p 103 N84-1620
p.6. N83- 1132	KRAMER, J. F., JR. Ada status and outlook p.5 N83-22123	LAM, F.
KNOTT, J. F. Aspects of small crack growth p. 108 N86-25370	KRAUSE, E.	The effect on software design of testing by symbolic
KNOX, C. E.	A contribution to the problem of vortex breakdown	execution p.49 N85-1675 LAM, I.
A flight management algorithm and guidance for	p 79 N84-12125 KRAUSE, R.	E H F propagation measurements along satellite Eart
fuel-conservative descents in a time-based metered air	Cardiovascular research in space Problems and	paths in the Canadian High Arctic p 182 N86-2754
traffic environment. Development and flight test results p.62. N85-22356	results p 220 N85-31817	LAMAR, J. E. Recent cluding at NASA Language of cortical flow
KO, H. W.	KRAUSPE, P.	Recent studies at NASA-Langley of vortical flow interacting with neighboring surfaces p 77 N84-1210
Anomalous propagation and radar coverage through	The role of simulation p.70 N85-28919 KREISSELMEIER, G.	LAMARCHE, G.
inhomogeneous atmospheres p.172 N84-24967 KOEHL, F.	Systematic computer aided control design	IDA Software test language and related tools
Observations of physiological and psychological effects	p 1 N83-22097	p 7 N83-2213
of terrain following flight based on in-flight test	Systematic computer aided control design	Using recycled superalloys in precision casting
experience p 229 N85-19657	p 120 N84-10100	p 152 N84-3348
KOELLEN, O.	KRENZ, G.	LAMBERT, D.
Effect of tilm cooling on the aerodynamic conformance		A samuempirical unchandu transconia mathadii i
Effect of film cooling on the aerodynamic performance of a turbine cascade p.116 N86-29859	Transonic configuration design p 21 N84-12081	A semi-empirical unsteady transonic method wit supersonic free stream p 64 N85-2517
of a furbine cascade p 116 N86-29859 KOENIG, D. G.		supersonic free stream p 64 N85-2517 LAMBROPOULOS, L.
of a turbine cascade p.116 N86-29859 KOENIG, D. G. V-STOL wind-tunnel testing p.40 N84-25633	Transonic configuration design p.21 N84-12081 Engine/airframe interference p.21 N84-12085 KREPLIN, H. P. Separation and vortical-type flow around a prolate	supersonic free stream p 64 N85-2517 LAMBROPOULOS, L. Boundary layer development on rotating bodies of
of a turbine cascade p 116 N86-29859 KOENIG, D. G.	Transonic configuration design p 21 N84-12081 Engine/airframe interference p 21 N84-12085 KREPLIN, H. P. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters	supersonic free stream p 64 N85-2517 LAMBROPOULOS, L. Boundary layer development on rotating bodies of revolution p 102 N84-1620
cit a furbine Lask aide p. 116 N86-29859 KOENIG, D. G. V. S101 wind funnel testing p. 40 N84-25633 KOENIG, G. W. Comparison between the properties of conventional wrought and powder metallurgical alloys for turbine disc	Transonic configuration design p 21 N84-12081 Engine/airframe interference p 21 N84-12085 KREPLIN, H. P. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters p 77 N84-12113	supersonic free stream p. 64 N85.2517 LAMBROPOULOS, L. Boundary layer development on rotating bodies of revolution p. 102 N84-1620 LAMPERT, E. W.
of a turbine cascade p 116 N86-29859 KOENIG, D. G. V. STOL wind-tunnel testing p 40 N84-25633 KOENIG, G. W. Comparison between the properties of conventional wrought and powder metallurgical alloys for turbine disc applications p 105 N85-15739	Transonic configuration design p 21 N84-12081 Engine/airframe interference p 21 N84-12085 KREPLIN, H. P. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters	supersonic free stream p. 64 N85.2517 LAMBROPOULOS, L. Boundary layer development on rotating bodies of revolution p. 102 N84.1620 LAMPERT, E. W. Limits of the propagation medium with respect to digital signal transmission p. 172 N85-1927
ct a furthine Laskade KOENIG, D. G. V. STOL wind-funnel testing p. 40 N84-25633 KOENIG, G. W. Companison between the properties of conventional wrought and powder metallurgical alloys for turbine discapplications p. 105 N85-15739 Evaluation of cyclic spin pit tests for the damage	Transonic configuration design p 21 N84-12081 Engine/airframe interference p 21 N84-12085 KREPLIN, H. P. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters p 77 N84-12113 KRIER, H. Analysis of Deflagration to Shock to Detonation Transition (DSDT) in porous energetic solid propellants	supersonic free stream p 64 N85.2517 LAMBROPOULOS, L. Boundary layer development on rotating bodies of revolution p 102 N84-1620 LAMPERT, E. W. Limits of the propagation medium with respect to digits signal transmission p 172 N85-1927 LAN, C. E.
of a turbine cascade p. 116 N86-29859 KOENIG, D. G. V. STOL wind-tunnel testing p. 40 N84-25633 KOENIG, G. W. Comparison between the properties of conventional wrought and powder metallurgical alloys for turbine disc applications p. 105 N85-15739	Transonic configuration design p 21 N84-12081 Engine/airframe interference p 21 N84-12085 KREPLIN, H. P. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters p 77 N84-12113 KRIER, H. Analysis of Deflagration to Shock to Detonation Transition (DSDT) in porous energetic solid propellants p 59 N85-17030	supersonic free steam p. 64 N85-2517 LAMBROPOULOS, L. Boundary layer development on rotating bodies of revolution p. 102 N84-1620 LAMPERT, E. W. Limits of the propagation medium with respect to digital signal transmission p. 172 N85-1927 LAN, C. E. Theoretical prediction of wing rocking
of a furthine cascade KOENIG, D. G. V. S101 wind funnel testing p. 40 N84-25633 KOENIG, G. W. Comparison between the properties of conventional wrought and powder metallurgical alloys for turbine disc applications p. 105 N85-15739 Evaluation of cyclic spin pit tests for the damage tolerance of disks KOENIG, M. Flight tests with a new helicopter Force Feel System	Transonic configuration design p 21 N84-12081 Engine/airframe interference p 21 N84-12085 KREPLIN, H. P. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters p 77 N84-12113 KRIER, H. Analysis of Deflagration to Shock to Detonation Transition (DSDT) in porous energetic solid propellants p 59 N85-17030 KROBUSEK, R. D.	supersonic free stream p 64 N85 2517 LAMBROPOULOS, L. Boundary layer development on rotating bodies of revolution p 102 N84-1620 LAMPERT, E. W. Limits of the propagation medium with respect to digital signal transmission p 172 N85-1927 LAN, C. E. Theoretical prediction of wing rocking p 147 N86-2725 LANDOLT, J. P.
of a furbine cascade KOEMIG, D. G. V. S101 wind-tunnel testing p. 40 N84-25633 KOEMIG, G. W. Comparison between the properties of conventional wrought and powder metallurgical alloys for turbine disc applications p. 105 N85-15739 Evaluation of cyclic spin pit tests for the damage tolerance of disks p. 110 N86-25379 KOEMIG, H. Flight tests with a new helicopter Force Feel System (FFS) p. 57 N85-16818	Transonic configuration design p 21 N84-12081 Engine/airframe interference p 21 N84-12085 KREPLIN, H. P. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters p 77 N84-12113 KRIER, H. Analysis of Deflagration to Shock to Detonation Transition (DSDT) in porous energetic solid propellants p 59 N85-17030 KROBUSEK, R. D. Aircrew aspects of United Stated future fighter aircraft	supersonic free stream p 64 N85.2517 LAMBROPOULOS. L. Boundary layer development on rotating bodies of revolution p 102 N84-1620 LAMPERT, E. W. Limits of the propagation medium with respect to digital signal transmission p 172 N85-1927 LAN, C. E. Theoretical prediction of wing rocking p 147 N86-2725 LANDOLT, J. P. An unusual toxicological property of alcohol. The densit
cit a furthine Laskade KOENIG, D. G. V. S101 wind-tunnel testing p. 40 N84-25633 KOENIG, G. W. Comparison between the properties of conventional wrought and powder metallurgical alloys for turbine disc applications p. 105 N85-15739 Evaluation of cyclic spin pit tests for the damage tolerance of disks KOENIG, M. Flight tests with a new helicopter Force Feel System	Transonic configuration design p 21 N84-12081 Engine/airframe interference p 21 N84-12085 KREPLIN, H. P. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters p 77 N84-12113 KRIER, H. Analysis of Deflagration to Shock to Detonation Transition (DSDT) in porous energetic solid propellants p 59 N85-17030 KROBUSEK, R. D. Aircrew aspects of United Stated future fighter aircraft p 225 N86-30310 KROENINGER, H.	supersonic free steam p 64 N85-2517 LAMBROPOULOS, L. Boundary layer development on rotating bodies of revolution p 102 N84-1620 LAMPERT, E. W. Limits of the propagation medium with respect to digits signal transmission p 172 N85-1927 LAN, C. E. Theoretical prediction of wing rocking p 147 N86-2725 LANDOLT, J. P. An unusual toxicological property of alcohol. The densit effect on the organ of balance p 214 N84-3301
c/La furbine Laskade KOENIG, D. V. STOL wind-tunnel testing V. STOL wind-tunnel	Transonic configuration design p 21 N84-12081 Engine/airframe interference p 21 N84-12085 KREPLIN, H. P. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters p 77 N84-12113 KRIER, H. Analysis of Deflagration to Shock to Detonation Transition (DSDT) in porous energetic solid propellants p 59 N85-17030 KROBUSEK, R. D. Aircrew aspects of United Stated future fighter aircraft p 225 N86-30310 KROENINGER, H. A study of ULF propage on all high southern latitudes	supersonic free stream p 64 N85-2517 LAMBROPOULOS, L. Boundary layer development on rotating bodies of revolution p 102 N84-1620 LAMPERT, E. W. Limits of the propagation medium with respect to digital signal transmission p 172 N85-1927 LAN, C. E. Theoretical prediction of wing rocking p 147 N86-2725 LANDOLT, J. P. An unusual toxicological property of alcohol The densitieffect on the organ of balance p 214 N84-3301 LANDRY, R. F.
cit a furthine Lask aide KOENIG, D. G. V. S101 wind: funnel testing p. 40 N84-25633 KOENIG, G. W. Companison between the properties of conventional wrought and powder metallurgical alloys for turbine disc applications p. 105 N85-15739 Evaluation of cyclic spin pit tests for the damage tolerance of disks KOENIG, M. Flight tests with a new helicopter Force Feel System (FFS) p. 57 N85-16818 KOENIG, K. Problems of system identification in flight vibration testing [AGARD-R.720] p. 121 N84-25718	Transonic configuration design p 21 N84-12081 Engine/airframe interference p 21 N84-12085 KREPLIN, H. P. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters p 77 N84-12113 KRIER, H. Analysis of Deflagration to Shock to Detonation Transition (DSDT) in porous energetic solid propellants p 59 N85-17030 KROBUSEK, R. D. Aircrew aspects of United Stated future flighter aircraft p 225 N86-30310 KROENINGER, H. A study of ULF propage on at high southern latitudes using sterics p 186 N96-27561	supersonic free stream p 64 N85-2517 LAMBROPOULOS, L. Boundary layer development on rotating bodies of revolution p 102 N84-1620 LAMPERT, E. W. Limits of the propagation medium with respect to digital signal transmission p 172 N85-1927 LAN, C. E. Theoretical prediction of wing rocking p 147 N86-2725 LANDOLT, J. P. An unusual toxicological property of alcohol The density effect on the organ of balance p 214 N84-3301 LANDRY, R. F. Cardiovascular research in space Problems an results p 220 N85-3181
of a furbine cascade KOENIG, D. V. STOL wind-funnel testing V. Comparison between the properties of conventional viought and powder metallurgical alloys for turbine disc viought and vi	Transonic configuration design p 21 N84-12081 Engine/airframe interference p 21 N84-12085 KREPLIN, H. P. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters p 77 N84-12113 KRIER, H. Analysis of Deflagration to Shock to Detonation Transition (DSDT) in porous energetic solid propellants p 59 N85-17030 KROBUSEK, R. D. Aircrew aspects of United Stated future fighter aircraft p 225 N86-30310 KROENINGER, H. A study of ULF propage on all high southern latitudes using sferics p 186 N96-27561 KROGMANN, F.	supersonic free steam p 64 N85-2517 LAMBROPOULOS. L. Boundary layer development on rotating bodies of revolution p 102 N84-1620 LAMPERT, E. W. Limits of the propagation medium with respect to digital signal transmission p 172 N85-1927 LAN, C. E. Theoretical prediction of wing rocking p 147 N86-2725 LANDOLT, J. P. An unusual toxicological property of alcohol of the density effect on the organ of balance p 214 N84-3301 LANDRY, R. F. Cardiovascular research in space Problems an results G-induced Loss of Consciousness (GLC)
of a furbine cascade KOEMIG, D. G. V. STOL wind funnel testing V. STOL	Transonic configuration design p 21 N84-12081 Engine/airframe interference p 21 N84-12085 KREPLIN, H. P. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters p 77 N84-12113 KRIER, H. Analysis of Deflagration to Shock to Detonation Transition (DSDT) in porous energetic solid propellants p 59 N85-17030 KROBUSEK, R. D. Aircrew aspects of United Stated future flighter aircraft p 225 N86-30310 KROENINGER, H. A study of ULF propage on all high southern latitudes using stencis KROGMANN, F. Transonic drag rise and drag reduction by active/passive boundary layer control p 85 N86-15275	supersonic free steam p 64 N85-2517 LAMBROPOULOS, L. Boundary layer development on rotating bodies of revolution p 102 N84-1620 LAMPERT, E. W. Limits of the propagation medium with respect to digital signal transmission p 172 N85-1927 LAN, C. E. Theoretical prediction of wing rocking p 147 N86-2725 LANDOLT, J. P. An unusual toxicological property of alcohol of the density effect on the organ of balance p 214 N84-3301 LANDRY, R. F. Cardovascular research in space Problems and results G-induced Loss of Consciousness (GLC) p 221 N85-3182
of a furthine cascade KOENIG, D. G. V. STOL wind-funnel testing p. 40. N84-25633 KOENIG, G. W. Companson between the properties of conventional wrought and powder metallurgical alloys for furthine disc applications p. 105. N85-15739 Evaluation of cyclic spin pit tests for the damage tolerance of disks. p. 110. N86-25379 KOENIG, M. Flight tests with a new helicopter Force Feel System (FFS). p. 57. N85-16818 KOENIG, K. Problems of system identification in flight vibration testing. [AGARD.R.720] p. 121. N84-25718 KOEPLE, K. M. Fatigue crack topography and crack growth analysis.	Transonic configuration design p 21 N84-12081 Engine/airtrame interference p 21 N84-12085 KREPLIN, M.P. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters p 77 N84-12113 KRIER, H. Analysis of Deflagration to Shock to Detonation Transition (DSDT) in porous energetic solid propellants p 59 N85-17030 KROBUSEK, R. D. Aircrew aspects of United Stated future fighter aircraft p 225 N86-30310 KROENINGER, H. A study of ULF propage on all high southern latitudes using sterics p 186 N96-27561 KROGMANN, F. Transonic drag rise and drag reduction by active/ passive	supersonic free steam p 64 N85-2517 LAMBROPOULOS. L. Boundary layer development on rotating bodies of revolution p 102 N84-1620 LAMPERT, E. W. Limits of the propagation medium with respect to digital signal transmission p 172 N85-1927 LAN, C. E. Theoretical prediction of wing rocking p 147 N86-2725 LANDOLT, J. P. An unusual toxicological property of alcohol of the density effect on the organ of balance p 214 N84-3301 LANDRY, R. F. Cardiovascular research in space Problems an results G-induced Loss of Consciousness (GLC)

LANE, J. A. Propagation data for VHF planning in the UK area	
P 164 N83-30903	
Experimental study of the effect of turbulence on dynamic stalling p 148 N86-27264 LANG, E.	
Practical implications of the use of aluminide coatings for the corrosion protection of superalloys in gas turbines p 150 N84-33476	
LANG, J. D. Unsteady aerodynamics and dynamic aircraft	
maneuverability p 147 N86-27253 LANGE-HESSE, G. VHF-long-distance-propagation by auroral backscatter	
LANGE, R. H. A review of advanced turboprop transport activities	
p 70 N86-11148 LANGER, H. J. Correlation aspects of analytical, wind tunnel and flight	
test results for a hingeless rotor helicopter p 11 N83-30373 LANGEWELLPOTT, U.	
Fast data and voice transmission for mobile services with high immunity against multipath and co-channel	
LANGMANN, U. p 178 N85-19306	
applications p 187 N86-28342 LANTRADE, P.	
Non-invasive methods of cardiovascular exploration in aerospace medicine [AGARD-AG-277(E)] p 210 N84-21082	
Exploration of arterial function using Doppler flow determination Application to aeronautical and space	
medicine p 211 N84-21091	
The pressure deflagration limit of solid rocket propellants p.61 N85-17046	
Cumulative damage modeling of fatigue crack growth	
p 105 N85-15741 Advanced experimental methods for monitoring the behavior of small cracks p 109 N86-25374 LARSEN, R.	
Measurements and predictions of multipath dispersion for troposcatter links p 175 N85-19289	
LARSON, R. R. NASA 'RAE collaboration on nonlinear control using the F-8C digital fly-by-wire aircraft p 3 N83-22109	
LARUELLE, G. Interest of internal bleed for a two-dimensional air intake	
operating in a wide Mach number range (1.8.3 plus) p.54 N85-16793 LARUSSA, J.	
The wide field helmet mounted display p 89 N86-26322 LASCHKA, B.	
Unsteady flows: Fundamentals and applications p.143 N86-27225 LASSUDRIE-DUCHESNE, P.	
A system for measuring the characteristics of the ionospheric channel by digital transmissions	1
p 175 N85-19287 LAUB, A. J. Numerical aspects of control design computations	1
LAUDER, R. P. F. A practical example of reducing life cycle costs and	
LAURENT, A.	1
Calculation of unsteady transonic flow around a high swept wing p 65 NB5 25184 LAYERGNAT, J.	•
Multiple diffusion by hydrometeorology A numerical simulation p 162 N83-30890 LAVOIPIERRE, G.	
Combinatorial performance/cost analysis of an autonomous navigation system for aircraft	
LAW, P. A. p 66 N85-26640	
Tactical satellite terminals for land and airborne C3 applications p 233 N85-20760 LAWFORD, J. A.	L
Calibration of air-data systems and flow direction sensors AGARD Flight Test Techniques Series, volume	L
AGARD AG-300 VOL 1 p 197 N84-15530 LAWRENCE, R. A.	L
Monitoring engine thermal stresses p.104 N85-15735 LAWRENCE, R. S.	
Effects of atmospheric turbulence on optical propagation p.171 N84-24961	L
LAYCOCK, J. Human factors. The Cinderella discipline in cockpit	
memace design p 225 N86-26825	L
interface design p 225 N86-26825 LAZZARI, T. M. On line information The italian situation p 240 N83-31539	L

LEBALLEUR, J. C. Progress in computation of viscous inviscid interaction	LENARD, D. R. Corrosion research in support of Canadian to
p 100 N84-16189	Corrosion research in support of Canadian to aircraft p 39 N84-25
Calculation of unsteady transonic separated flows by viscous-inviscid interaction p.64 NR5-25178	LENSKI, J. W., JR.
LEBLANC, R.	Special power train requirements for the next general of rotary-wing aircraft p 92 N85-23
Oblique shock wave-turbulent boundary layer interaction	LENTZ, J. M.
on a porous wall with suction p 54 N85-16794 LEBOEUF, F.	Laboratory tests of motion sickness susceptibility p 215 N85-20
Experimental and theoretical studies of parietal viscous	Results of a longitudinal study of airsickness incide
boundaries in a single stage transonic compressor	during Navai flight officer training p 215 N85-20
p 103 N84-16206 Theory and experimental study of a 3-D jet introduced	LEONARD, A. Numerical simulation of vortex breakdown by
into the secondary flow of a turbine inlet guide vane	vortex-filament method p 79 N84-12
P 116 N86-29860	LERAT, J. Ground/flight correlation on the Alpha-Jet experime
Cabin noise reduction for a new development turboprop	aircraft with a transonic wing. A comparison of the
commuter aircraft p. 74 N86-11173	pressure distribution and local wake survey from analyt
LECHNER, W.	wind tunnel and flight results p 9 N83-30 LEROUX, Y. M.
Investigations on four-dimensional guidance in the TMA p.87 N83-22187	A system for measuring the characteristics of
Guidance and control research flight testing with HFB	ionospheric channel by digital transmissions
320 test aircraft p 62 N85-22355 Wind modelling for increased aircraft operational	LESOULT, G. p 175 N85-19
emciency p 68 N85-26652	The effect of recycling on cast structures and the inte
LECLERE, G. Weather hazard simulation in the Modane	character of IN100 alloy. A laboratory study p 152 N84-33
weather hazard simulation in the Modane wind-tunnels	LESTIENNE, F.
[NASA-TM-77069] p 130 N83-30438	Postural adjustments associated with arm movements
LECUYER, M. R.	in weightlessness p 220 N85-31 LEUCHTER, O.
A model for correlating flat plate film cooling effectiveness for rows of round holes	Experimentation with turbulent flows experiencing
p 113 N86-29840	effects of an adverse pressure gradient
LEE, B. H. K. A Canadian approach to flutter clearance to extend	LEVY, M. p 80 N84-12
A Canadian approach to flutter clearance for external stores p 117 N83-22216	Current design requirements for corrosion control
LEE, D. B.	helicopters p 38 N84-25 LEWIS, R. I.
Oblique shock wave-turbulent boundary layer interaction on a porous wall with suction p.54 N85-16794	Numerical simulation of stalling flows by an inter
LEE, E. L.	equation method p 102 N84-16
Response of propellants to high dynamic stresses. The	LEWIS, W. J. V/STOL propulsion system aerodynamics
uses of gun launch techniques p 59 N85-17035 LEE, E. S.	p 40 N84-25
The production of maintainable, trustworthy, and	LEY, W.
portable software p 49 N85-16744 LEE, M. C.	Thermal cycling tests on materials and components space applications p. 137 NR3-30
Formation and detection of high latitude ionospheric	space applications p 137 N83-30- LEYLAND, A. S.
irregularities p 185 N86-27558	Integration of a new sensor on to an existing aircra
LEE, Y. H. Prospects for parallel nonlinear optical signal processing	P 14 N83-349
using GaAs etainns and ZnS interference filters	Lessons from Tornado afterbody development
LEESE, G. E. p 237 N85-29765	p 10 N83-303
Multiaxial and thermomechanical fatigue considerations	assessment p 40 N84-25
in damage tolerant design p 109 N86-25375	LEYNAERT, J.
LEESE, T. M.	New TPS calibration bench, and ejector tests
Navy's advanced aircraft armament system program concept objectives p 23 N84-15045	LIANG, D. F. p 36 N84-235
LEEUW, M. W.	Development of a Helicopter integrated navigate system
The heat sensitivity of solid propellants p 60 N85-17043	system p.55 N85-168 LIARD, F.
LEFEBVRE, R.	Helicopter fatigue design guide
Interest of internal bleed for a two-dimensional air intake	AD-A138963 p 90 N84-205 LIBERGE, A.
operating in a wide Mach number range (1.8-3 plus) p. 54 N85-16793	Effect of flight sequences in complex load histories
LEFIEVRE, C.	crack front marking p 200 N85-243
Thermal constraints in a helicopter during long duration flights under extreme climatic conditions	LICHTENBERG, B. K.
p 209 N84.21078	Spacelab 1 p 216 N85-206
LEGER, A.	Thresholds for detection of linear oscillation follows
Susceptability to kinetoses and the amplitude perceived from sensory illusions p.215 NA5.20651	prolonged weightlessness p 219 N85-318 Spatial orientation in weightlessness and readaptati
LEGUAY, G.	to Earth's gravity p 219 N85-318
The exercise electrocardiogram p 210 N84-21085	Reinterpretation of otolith input as a primary factor
Continuous ECG monitoring by the Holter method	space motion sickness p 219 N85-318 LICHTFUSS, H. J.
p 210 N84-21086 The Holter method in aeronautical medicine	Design of transonic compressor cascades for mining
n 210 NR4.21087	shock losses and comparison with test results
Continuous ECG monitoring of Mirage 2000 pilots (comparison with Mirage 3 and F1 pilots)	LIDE, D. R., JR. p 101 N84-161
P 226 N86 30315	General review of numerical data bases
EHTOMAKI, N. A.	LIEHR, O. K.
Performance and robustness aspects of digital control systems p. 120 N84-10098	Propeller aircraft cabin vibration and noise-excitation
EIBER, C. O.	Sources, and paths p.75, Nac. 111
Ballistic/detonic transition of propellants	LIGHTHART, L. P.
.EIBOVICH, S. p 60 N85-17041	Design criteria for limited scan antennas at digit microwave line of sight links p 175 N85-1926
Vortex stability and breakdown p 79 N84-12122	LIGTHART, L. P.
EIDHEISER, H., JR.	Spherical propagation models for multipath-propagation
Rationale in the selection of corrosion protective coating systems n.157 N85-22242	predictions p 170 N84-249: LINCOLN, J. H.
ELOUP, C.	An extended real-time microwave airplane position
Asynchronous transmission with sirong spectral	5ystem p 44 N84-3441
Spread p 177 N85-19300 EMANSKI, A. J.	LINDENMEIER, H. K.
Manufacturing perspective in the design of bevel	Interaction of antennas with masts under speci- consideration of the sensitivity and populater affects
gearing p 93 N85-23777 EMOT, J.	consideration of the sensitivity and nonlinear effects ship borne receiving systems p 167 N84-1237
Physical training of Mirage 2000 pilots	LINDSEY, G. D.
p 227 N86-30324	Investigation, reporting and analysis of US Army aircra accident p 28 N84-1507

CITTLE, S. A.
Silicon solar cell characterization at low temperatures and low illumination as a function of particulate irradiation p 137 N83-30491

LITVA, J.

Processing requirements for radar digital beamforming p 190 N86-28357

LIU, C. H.

Fading statistics of C-band satellite signal during solar maximum years (1978 - 1980) p. 163 NB3-30900 p 163 N83-30900 The effect of turbulent atmosphere on backscattered aves

p 204 N84-15664

An asymptotic theory for the interference of large aspect ratio swept wings and multiple propeller slipstreams p.73 N86-11167

LICET P

Combinatorial performance/cost analysis of an autonomous navigation system for aircraft p 66 N85-26640

LOC. T. P.

teady viscous flow of an incompressible fluid around Unsteady viscous flow of artificoning control a profile. A comparison of theory and practice p.143. N86-27227

Prediction of the drag of wings at subsonic speeds by viscous/inviscid interaction techniques p 84 N86-15274

LOCKENOUR, J. L.

plication of flight controls technology to engine control

LOCKWOOD, F. C.

Computation of thermal radiation for gas p 113 N86-29841 LODGE, D. W. S.

Development of satellite data presentation for environmental forecasting p 234 N85-20770 LOFTUS P. J.

effect of density ratio on the film-cooling of a flat The isentropic light piston annular cascade facil ity al AE Pyestock p.115 N86-29851 RAE Prestock LOHMANN, A. W.

The prospects of the digital optical computer

p 238 N85-29771 LOMBARDINI, P. P.

Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link

p 205 N84-15668 LONG, W. P. VHE THE propagation studies on long over the horizon p 162 N83-30887

LONG, C. A. Prediction of transient temperatures for an air-cooled stating disc p 113 N86-29842 rotating disc

A general theory of arbitrary motion aerodynamics using pareoacoustic approach p.72 N86-11157

LOOPER, J. L ed F/A-18 avionics p 24 N84-15048

Advanced FrA-18 avionics p. 24 N84-15048

LOPORTO, L.

Effect of multiple scattering on the propagation of light

beams in dense nonhomogeneous media p 171 N84-24959 LORENZ. S.

implementing microprocessor technology in aircraft electrical power generating system control

p 100 N84-12185

A technical solution to fadings in factical satellite digital ansmissions p 177 N85-19297 transmissions

LOSITO, V Turbulent bubbles behind airfoils and wings at high angle attack p. 52 N85-16779

LOSQUARDO, G.

A technical solution to fadings in tactical satellite digital p 177 N85-19297 ansmissions LOTZE, A.

Correlation problems between flutter flight test data and ground tests/calculation results for a variable sweep w p 12 N83-30379 LUBARD, S. C.

Lidar remote sensing of internal waves and optical p 205 N84-15670

Flutter investigations in the transonic flow regime for a ghter type aircraft p 117 NB3-22217 tighter type aircraft

Fast flutter clearance by parameter variation
p.17 N84-11135
Use of a small scale wind tunnel and model shop at
Aeronautica Macchi as an industrial tool

p 35 N84-23585

Super integrated power unit for fighter aircraft p 100 N84-12183

LUNDH, Y. Two-level data-flow architecture for programmable gnal processing p 190 N86-28358 signal processing LUPTON, A. O.

A laboratory for flight-crucial-electronics AIRI AR p 63 N85 22362

LUSHINA, L. N.

Organizational structure and operation defense/aerospace information centers in the United States of America p 240 N83-31535 p 240 N83-31535 LUTOMIRSKI, R. F.

Lidar remote sensing of internal waves and optip 205 N84-15670

Determination of external store drag

D 41 +184-34397

Design concept and performance prediction technique for potential flows around advanced propellers p 71 N86 11150

LUVERA, C. J.

Overview of RADC adaptive antenna developments for communications p 177 N85-19299 LYNCH, C. T. Protective systems and maintenarice policies for marine nvironments p 157 N85-33245

Nonadiabatic model wall effects on transonic airfoil

performance in a cryogenic wind tunnel D 34 N84-23579

LYNCHARD, R. R.

Voice technology in Navy Iraining systems p.166 N83-34188

M

MABEY, D. G.

Some measurements of buffeting on a flutter model of o 11 N83-30370 a typical strike aircraft Experimental methods to determine control effectiveness in wind tunnels p 119 N84-10087

Computation of influence of defects on static and fatigue trenath of composites p 154 N84-10217 strength of composites

MABSON, G. E.

The effect of space environment on the thermal distortion of polymer matrix composites n 135 NB3-304B4

The effect of space environment on the damping of olymer matrix composite p 137 N83-30492 polymer matrix composite MACK, L. M.

Boundary-layer linear stability theory

p 193 N84-33759

MACLEOD, A. Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference filters p 237 N85-29765

MACPHERSON, P. B.

Fine filtration An attractive route towards lower Fine filtration. An attractive helicopter operating costs p 92 N85-23774

MADAMS, C. J.

Minimization of system vulnerability in Naval satellite communication networks p 232 N85-20758 p 232 N85-20758 MADDALON, D. V.

Technology developments for laminar boundary layer control on subsonic transport aircraft p 53 N85-16787 MADSEN, A. P.

Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590

Heat transfer in gas turbine combustors. A discussion of mathematical modeling of combustion, heat and mass transfer with emphasis on heat transfer in gas turbine combustors p 114 N86-29843

MAHESH. J. K Development of a Helicopter integrated navigation system

MAHORTER, R.

MAGNUSSEN, B. F.

Statistical analysis of spin pit failure data to predict inservice B.1 lives of gas turbine disks

p 110 N86-25377

MAINE, R. K. ification of dynamic systems

p 96 N85-25249 IAGARD-AG-300-VOL-21 MAINGUY, A. M.

Optimizing the maneuvers of an observation satellite

for rapid overflight of a precise point on Earth p 140 N84-24617

MALA, J. Numerical simulation of the shock detonation ansition p.60 N85-17039

MALARA, D. tise of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial too

p 35 N84-23585 MALCOLM G. N.

Recent developments in rotary-balance testing of lighter aircraft configurations at NASA Ames Research Center p 145 N86-2/242

MALOBERTI, A.

Measurements of propagation at 900 MHz in an urban zone for establishing a digital radiomobile system p 175 N85-19288

MALONE, J. B.

Computation of unsteady transonic flows about two-dimensional and three-dimensional AGARD standard p 65 N85-25183 configurations

Anemobarometric systems for next generation aircraft

Recent methods for calibrating the anemometry of helicopters at low speeds MANGOD H

Analysis, synthesis and transmission of speech signals p 165 N83-34182

MANNING K P J.

The management of a large real-time military avionics oject p.8 N83-22144 project

hisrdware-in-the-loop simulation techniques used in the development of the Cea Harner avionic system
p 27 N84-15071

MANSSON, A.

Vestibular and oculomotor function during Gz Parations p.215 N85-20645 variations

MANTEGAZZA, P.

Fast flutter clearance by parameter variation

Fast flutter clearance by parameter variation p 17 N84-11135

MARAZZI, R.

Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool

p 35 N84-23585 MARCHAIS, J. C.

The application of high-performance integrated circuits in airport fire control radars p. 192 N86-28369 p 192 N86-28369

MARCHENT, B. G. Hardware and architecture design of VLSI systems

p 188 N86-28346 MARCHESE, P.

Fracture mechanics and fatigue criteria in material selection for space applications p 135 N83-30480

MARESCA, C. Study of the 3D wake of an aerial propeller

p 72 N86-11161 Wing profile in stalled position subject to a flow of Wing profile in statled position 300/200 atternating potential and strong vortex p 143 N86-27229

MARK J. G. Laser gyroscope random walk determination using a fast filtering technique

MARK W.D. p 95 N85-23791 Gear noise origins

MARKS G. W.

Testing of flexible deployed solar array (L-SAT) p 137 NB3-30493

Meleorological and oceanographic support during the Falklands conflict p 234 N85-20769 MARSHALL, R. F. W.

Ground and flight testing on the fly-by-wire Jaguar equipped with a full time quadruplex digital integrated flight control system p 3 N83-22111

MARSIGLIA. G.

Statistical data on anomalous
Tyrrhenian Sea using an X-band link
p 205 N84-15668

MARTIN, D. J. Dissimilar software in high integrity applications in flight p 7 N83-22143

MARTIN, K. W. Human factors. The Cinderella discipline in cockpi p 225 N86-26825 interface design

Engine cyclic durability by analysis and testing Highlights the spring 1984 PEP Meeting p 107 N86-25362

of the spring 1984 PEP Meeting p 107 MARTONE, P. J. Anomalous propagation and radar coverage through homogeneous atmospheres p 172 N84-24967

nhomogeneous atmospheres MARULO, F. Cabin noise reduction for a new development turboprop

p 74 NB6-11173 commuter aircraft
MASCARENHAS, J. M. G. B.

ATE user's view on design for maintainability p 48 N85-16737

L ASKEW, B. Predicting aerodynamic characteristics of vortical flows

on three-dimensional configurations using a surface-singularity panel method p.77 N84-12112 MASON, D. W. Computer aided construction of ground attack mission es over European terrain

MASSOL J The effect of recycling on cast structures and the internal character of IN100 alloy A laboratory study
p. 152 N84-33485

MARSON P.

Strapdown inertial systems for tactical missiles using mass unbalanced two-axis rate gyros p 87 N84-25696

MILLER, A. D.

Neurophysiological correlates of motion sickness. Role of vestibulocerebetium and vomiting center reanalyzed p. 214. N85-20843

MASTERMAN, P. H.

IASTERMAN, P. H.	MCINTYRE, P. A.	
UK Skynet 4 communications satellites	Testing of flexible deployed solar array (L-SAT)	Visual perception in systems management in
p 232 N85-20757	p 137 N83-30493	aeronautics p 214 N84-33017
MATECKI, R.	MCINVILLE, R. V.	Grasp of information by the pilot in future combat
Determination of external store drag	Turbulent drag reduction research p 53 N85-16788	aircraft p 229 N85-19662
p 41 N84-34397	MCKANDERSON, A. S.	Sensitivity to color contrasts and the selection of
AATHE, P. L.	The Ferranti Tactical SHF SATCOM station	navigator personnel p 227 NB6-30318
The high angle of attack behavior of a combat aircraft		MEPHAM, S.
Correlation between prediction and flight	• • • • • • • • • • • • • • • • • • • •	NASA/RAE collaboration on nonlinear control using the
p 10 N83-30367	MCKAY, K.	F-8C digital fly-by-wire aircraft p.3 N83-22109
	The flight test of an automatic spin prevention system	MERBOLD, U.
MATHESON, L.	p 41 N84-34398	Experience of science astronaut on the Spacelab-1
Tactical military communications by satellite relay at high	MCKEE, W. P., JR.	mission p 218 N85-31807
latitudes p 232 N85-20756	Integrated support of tactical operations by satellite	MERCIER, O. L.
AATHEW, J. G. H.	communications p 232 N85-20754	Designing improved tracking regulators for piloting highly
Optical bistability in Cd(x)Hg(1-x)Te	MCKINLAY, W. H.	
p 236 N85-29760	Some aspects of flight trajectory control in future avionic	maneuverable aircraft p 1 N83-22095 A nonlinear control law for piloting aircraft in the
All-optical logic gates with external switching by laser	systems for combat aircraft p 19 N84-12066	
and incoherent radiation p 237 N85-29766	Automation and pilot interactions in night or all-weather	
MATHUR, N. C.		MERKLEY, D. J.
Numerical modeling techniques for half-space (ground)	tactical operations p 88 N86-26319 MCKINNEY, L. W.	US Army helicopter operational flight loads
problems p 167 N84-12374	Construct expenses with the National Transport	p 46 N85-15675
MAUREL, C.	Operational experience with the National Transonic Facility p 32 N84-23565	MERLANO, M.
Selection and medical testing of Mirage 2000 pilots		Possible impacts of VHSIC on MiL-STD-1553B data
Report of echocardiography p 226 N86-30314	MCLEAN, M.	transmission management p 192 N86-28371
MAURER, F.	Potential of metal-matrix composites as superalloy	MERLINI, T.
The European Transonic Windtunnel (ETW)	substitutes p 150 N84-33474	Fast flutter clearance by parameter variation
p 32 N84-23566	MCLEAN, W. E.	p 17 N84-11135
MAURER, H. A.	Aeromedical lessons learned with night vision devices	MERRIFIELD, B. C.
Potential impact of VLSI technologies on guided missile	p 223 N86-26810	Mil-DAP Its architecture and role as a real time airborne
	MCLOUGHLIN, V. C. R.	digital signal processor p 190 N86-28359
	Corrosion control requirements for UK military aircraft	MERRILL, C.
MAURICE, E.	p 37 N84-25614	Review of USAF treatment of solid propellant rocket
Thermal constraints in a helicopter during long duration	MCMANAMON, P. M.	motor hazards p 58 N85-17027
flights under extreme climatic conditions	A computational model for multiple knife-edge	
p 209 N84-21078	diffraction p 162 N83-30886	MERRIMAN, S. C. The F-18 A new era for human factors
MAVRIPLIS, F.	Gain patterns of microwave common carrier antennas	
Comparison of prediction, wind tunnel and flight test	p 165 N83-30909	p 231 N85-19671
data for the Canadair Challenger turbofan aircraft	MCMANIS, J. R.	MESSEH, W. A.
p 10 N83-30365	Validation of software for integration of missiles with	Pressure drop and heat transfer characteristics of
MAWIRA. A.		circular and oblong low aspect ratio pin fins
The impact of propagation effects on the design of high		p 111 N86-29827
capacity digital microwave links in the 18 GHz frequency	MCMASTERS, J. H.	METGES, P. J.
band p 174 N85-19278	Aerodynamic issues in the design of high-lift systems	Contribution of standard X-ray to cardiovascular
MAXWORTHY, T.	for transport aircraft p 52 N85-16780	exploration during the clinical examination of flying
Waves on vortex cores and their relation to vortex	MCMILLAN, G. R.	personnel p 210 N84-21088
breakdown p 80 N84-12128	Laboratory studies of aircrew chemical protective	The vertebral column. Selection and aptitude of combat
	ensemble Effects on pilots' performance	aircraft pilots of the future p 227 N86-30322
MAY, F. W.	p 207 N84-21066	METZGER. D. E.
Aerodynamic issues in the design of high-lift systems	MCMONAGLE, D. FI.	Cooling techniques for gas turbine airfoils. A survey
for transport aircraft p 52 N85-16780	Application of AFTI/F-16 task-tailored control modes in	p 111 N86-29824
MAYNARD, E. D., JR.	advanced multirole fighters p 121 N85-26735	METZGER, F. B.
VHSIC today and tomorrow p 187 N86-28338	Application of AFTI/F-16 task-tailored control modes in	
MCALLISTER, D. F.	advanced multirole fighters p 125 N85-27888	The state of the art in propfan turboprop noise
investigating version dependence in fault-tolerant	MCNAMARA, W. G.	p 75 N86-11175
software p 49 N85-16749	The impact of the F/A-18 aircraft digital flight control	METZGER, K.
		Wideband line-of-sight channel measurements and
MCAULAY, A. D.	system and displays on flight testing and salety	simulation Application to digital radio links
Deformable mirror nearest neighbor optical computer	p 30 N84-15091	p 174 N85-19283
Detormable mirror nearest neighbor optical computer p 238 N85-29772	MCRUER, D.	p 174 N85-19263
Detormable mirror nearest neighbor optical computer p 238 N85-29772 MCCAULEY, M. E.	MCRUER, D. Progress and pitfalls in advanced flight control	MEYHOFF, E. G. An integrated approach toward recognizing, locating and
p 238 N85-29772	MCRUER, D. Progress and pitfalls in advanced flight control systems p 1 N83-22094	MEYHOFF, E. G. An integrated approach toward recognizing, locating and
p 238 N85-29772 MCCAULEY, M. E. Simulator sickness Reaction to a transformed	MCRUER, D. Progress and pittalls in advanced flight control systems p.1. N83-22094 MCRUER, D. T.	MEYHOFF, E. G.
p 238 N85-29772 MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys	MCRUER, D. Progress and pittalls in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor sucraft p. 192 N86-28370
MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653	MCRUER, D. Progress and pittalls in advanced flight control systems p 1 N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems p 121 N85-26733	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L.
MCCAULEY, M. E. Simulator suchness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A.	MCRUER, D. Progress and pittalls in advanced flight control systems p 1 N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems A perspective on superaugmented flight control	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed
MCCAULEY, M. E. Simulator seckness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft	MCRUER, D. Progress and pitfalls in advanced flight control systems p 1 N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems p 121 N85-26733 A perspective on superaugmented flight control	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors p 16 N84-11128
MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p. 216 N85-29772 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility	MCRUER, D. Progress and pittalls in advanced flight control systems p 1 N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems p 121 N85-26733 A perspective on superaugmented liight control advantages and problems p 124 N85-27886	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192 N86-28370. MIAO, W. L. Aeroelastic considerations in the design of high speed roors p. 16 N84-11128. MICHAELSON, S. M.
MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590	MCRUER, D. Progress and pittalls in advanced flight control systems p 1 N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems p 121 N85-26733 A perspective on superaugmented flight control advantages and problems p 124 N85-27886 MCTROUE, T. V.	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor ascraft p 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors p 16 N84-11128 MICHAELSON, S. M. The biological effects of radiofrequency radiation
MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, a. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B.	MCRUER, D. Progress and pittalls in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-28733 A perspective on superaugmented light control advantages and problems pt 124 N85-27886 MCTRQUE, F. V. F.A.18 software development A case study	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192 N86:28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85:27131
MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navstar GPS applications to test and training	MCRUER, D. Progress and pittalls in advanced flight control systems p 1 N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems p 121 N85-26733 A perspective on superaugmented flight control advantages and problems p 124 N85-27886 MCTIQUE, T. V. F/A-18 software development A case study p 8 N83-22145	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors p. 16 N84-11128 MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures
MCCAULEY, M. E. Simulator suckness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navstar GPS applications to test and training p 44 N84-34418	MCRUER, D. Progress and pitfalls in advanced flight control systems p 1 N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems p 121 N85-26733 A perspective on superaugmented flight control advantages and problems p 124 N85-27886 MCTIGUE, T. V. F/A-18 software development A case study p 8 N83-22145 MCWILLIAMS, J. K.	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor ascraft p 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors p 16 N84-11128 MICHAELSON, S. M. The biological effects of radiofrequency radiation p 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p 180 N85-27134
MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility. p 36 N84-23590 MCCONNELL, J. B. Navstar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J.	MCRUER, D. Progress and pittalls in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-26733 A perspective on superaugmented flight control advantages and problems pt 124 N85-27886 MCTRQUE, T. V. F/A-18 software development A case study pt N83-22145 MCWILLIAMS, J. K. Mission benefits of a very high throughput image tracker	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors p. 16 N84-11128 MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27134 MICHEL, J. P.
MCCAULEY, M. E. Simulator suckness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navstar GPS applications to test and training p 44 N84-34418	MCRUER, D. Progress and pittalls in advanced flight control systems p 1 N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems p 121 N85-26733 A perspective on superaugmented flight control advantages and problems p 124 N85-27886 MCTIQUE, F. V. F/A. 18 software development A case study p 8 N83-22145 MCWILLIAMS, J. K. Mission benefits of a very high throughput image tracker system p 191 N86-28365	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor awcraft p 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors p 16 N84-11128 MICHAELSON, S. M. The biological effects of radiofrequency radiation p 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p 180 N85-27134 MICHEL, J. P. Cathode ray tubes p 96 N83-30417
MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility. p 36 N84-23590 MCCONNELL, J. B. Navstar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J.	MCRUER, D. Progress and pittalls in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-28733 A perspective on superaugmented light control advantages and problems pt 124 N85-27886 MCTIQUE, T. V. F/A-18 software development A case study pt N85-2145 MCWILLIAMS, J. K. Mission benefits of a very high throughput image fracker system pt 191 N86-28365 MEAUZE, G.	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors p. 16 N84-11128 MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27134 MICHEL, J. P. Cathode ray tubes p. 96 N83-30417 Vacuum fluorescent tubes p. 97 N83-30427
MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p. 216 N85-29653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p.36 N84-23590 MCCONNELL, J. B. Navitar GPS applications to test and training p.44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p.64 N85-25180	MCRUER, D. Progress and pittalls in advanced flight control systems p 1 N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems p 121 N85-26733 A perspective on superaugmented flight control advantages and problems p 124 N85-27886 MCTRQUE, T. V. F/A-18 software development A case study p 8 N83-22145 MCWILLIAMS, J. K. Mission benefits of a very high throughput image tracker system p 191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192. N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors. p. 16. N84-11128 MICHAELSON, S. M. The biological effects of radiofrequency radiation. p. 179. N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation. p. 180. N85-27134 MICHEL, J. P. Cathode ray tubes. p. 96. N83-30417 Vacuum fluorescent tubes. p. 97. N83-30422 Large area gas discharge displays or plasma displays.
P 238 N85-29772 MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navstar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow Unsteady interactions of transonic surfolis with guists and	MCRUER, D. Progress and pittalls in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-26733 A perspective on superaugmented flight control advantages and problems pt 124 N85-27886 MCTIQUE, F. V. F.A.18 software development A case study p8 N83-22145 MCWILLIAMS, J. K. Mission benefits of a very high throughput image tracker system p191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transpore internal flows with a shock wave	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largest from a modern interceptor aircraft p. 192 N86:28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85:27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85:27134 MICHEL, J. P. Cathode ray tubes p. 96 N83:30417 Vacuum fluorescent tubes p. 97 N83:30422 Large area gas discharge displays or plasma displays p. 97 N83:30428
p 238 N85-29772 MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navistr GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady interactions of transonic airfolis with pusts and concentrated vortices p 148 N86-27261	MCRUER, D. Progress and pittalls in advanced flight control systems p 1 N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems p 121 N85-26733 A perspective on superaugmented flight control advantages and problems p 124 N85-27886 MCTRUE, T. V. F/A-18 software development A case study p 8 N83-22145 MCWILLIAMS, J. K. Mission benefits of a very high throughput image tracker system p 191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transonic internal flows with a shock wave	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors p. 16 N84-11128 MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27134 MICHEL, J. P. Cathode ray tubes p. 96 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30423 MICHEL, R.
MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navstar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady interactions of transonic airfolds with guists and concentrated vortices p 148 N86-27261 MCDADE, J. N.	MCRUER, D. Progress and pittalls in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-26733 A perspective on superaugmented flight control advantages and problems pt 124 N85-27886 MCTIGUE, T. V. F/A-18 software development A case study pt N85-22145 MCWILLIAMS, J. K. Misson benefits of a very high throughput image tracker system pt 191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transonic internal flows with a shock wave pt 101 N84-16194 A 3-D Euler method for internal transonic flows	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors p. 16 N84-11128 MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27134 MICHEL, J. P. Cathode ray tubes p. 96 N83-30417 Vacuum fluorescent tubes p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30423 MICHEL, R. Three-dimensional boundary layers and sheer flows
p 238 N85-29772 MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navstar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady interactions of transonic airfoils with guists and concentrated vortices p 148 N86-27261 MCDADE, J. N. Manulacturing considerations related to aircraft	MCRUER, D. Progress and pittalls in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-28733 A perspective on superaugmented light control advantages and problems pt 124 N85-27886 MCTROUE, T. V. F/A-18 software development A case study p8 N83-22145 MCWILLIAMS, J. K. Mission benefits of a very high throughput image fracker system pt 191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transonic internal flows with a shock wave pt 101 N84-16194 A 3-D Euler method for internal transonic flows computation with a multi-domain approach	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors p. 16 N84-11128 MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27134 MICHEL, J. P. Cathode ray tubes p. 96 N83-30417 Vacuum fluorescent tubes p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30423 MICHEL, R. Three-dimensional boundary layers and shear flows activities at ONERA/CERT p. 194 N85-25785
MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navitar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady interactions of transonic airdists with guists and concentrated vortices p 148 N86-27261 MCDADE, J. N. Manufacturing considerations related to aircraft gearboxes	MCRUER, D. Progress and pittalls in advanced flight control systems p 1 N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems p 121 N85-26733 A perspective on superaugmented flight control advantages and problems p 124 N85-27886 MCTIQUE, T. V. F/A-18 software development A case study p 8 N83-22145 MCWILLIAMS, J. K. Mission benefits of a very high throughput image tracker system p 191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transonic internal flows with a shock wave p 101 N84-16194 A 3-D Euler method for internal transonic flows computation with a multi-domain approach p 196 N85-32298	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors p. 16 N84-11128 MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27134 MICHEL, J. P. Cathode ray tubes p. 96 N83-30417 Vacuum fluorescent tubes p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 70 N83-30423 MICHEL, R. Three-dimensional boundary layers and shear flows activities at ONERA/CERT p. 194 N85-25785 MICHEL, U.
MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navitar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady interactions of transonic airfolds with guists and concentrated vortices p 148 N86-27261 MCDADE, J. N. Manutacturing considerations related to aircraft gearboxes p 793 N85-23778 MCDONALD, J. F.	MCRUER, D. Progress and pittalls in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-26733 A perspective on superaugmented light control advantages and problems pt 124 N85-27886 MCTIQUE, F. V. F./A.18 software development A case study p8 N83-22145 MCWILLIAMS, J. K. Mission benefits of a very high throughput image tracker system p191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transonic internal flows with a shock wave p101 N84-16194 A 3-D Euler method for internal transonic flows computation with a multi-domain approach p196 N85-32298 MEEER, G. E. A.	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors p. 16 N84-11128 MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27134 MICHEL, J. P. Cathode ray tubes p. 96 N83-30417 Vacuum fluorescent tubes p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30423 MICHEL, R. Three-dimensional boundary layers and shear flows activities at ONERA/CERT p. 194 N85-25785
p 238 N85-29772 MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navistr GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady interactions of transonic airdiss with guists and concentrated vortices p 148 N86-27261 MCDADE, J. N. Manufacturing considerations related to aircraft gearboxes p 93 MCDONALD, J. F. Gallium Arsenide water scale integration	MCRUER, D. Progress and pittalls in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-26733 A perspective on superaugmented light control advantages and problems pt 124 N85-2786 MCTROUE, T. V. F/A-18 software development A case study pt N83-22145 MCWILLIAMS, J. K. Mission benefits of a very high throughput image fracker system pt 191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transonic internal flows with a shock wave pt 101 N84-16194 A 3-D Euler method for internal transonic flows computation with a multi-domain approach MEIER, G. E. A. Unsteady vortex airfoil interaction pt 145 N86-27240	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors p. 16 N84-11128 MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27134 MICHEL, J. P. Cathode ray tubes p. 96 N83-30417 Vacuum fluorescent tubes p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 70 N83-30423 MICHEL, R. Three-dimensional boundary layers and shear flows activities at ONERA/CERT p. 194 N85-25785 MICHEL, U.
MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navitar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady interactions of transonic airfolds with guists and concentrated vortices p 148 N86-27261 MCDADE, J. N. Manutacturing considerations related to aircraft gearboxes p 793 N85-23778 MCDONALD, J. F.	MCRUER, D. Progress and pitfalls in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-26733 A perspective on superaugmented flight control advantages and problems pt 124 N85-27886 MCTIQUE, T. V. F./A.18 software development A case study pt N85-27886 MCWILLIAMS, J. K. Mission benefits of a very high throughput image tracker system pt 191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transonic internal flows with a shock wave pt 101 N84-16194 A 3-D Euler method for internal transonic flows computation with a multi-domain approach pt 196 N85-32298 MEIER, G. E. A. Unsteady vortex airfoil interaction pt 145 N86-27240 MEIER, M. U.	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors p. 16 N84-11128 MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27134 MICHEL, J. P. Cathode ray tubes p. 96 N83-30417 Vacuum fluorescent tubes p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30422 MICHEL, R. Three-dimensional boundary layers and shear flows activities at ONERA/CERT p. 194 N85-25785 MICHEL, U. Definition, sources and lowest possible levels of wind-tunnel turbulence p. 34 N84-23576 MICHELIN, J. L.
p 238 N85-29772 MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navistr GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady interactions of transonic airdiss with guists and concentrated vortices p 148 N86-27261 MCDADE, J. N. Manufacturing considerations related to aircraft gearboxes p 93 MCDONALD, J. F. Gallium Arsenide water scale integration	MCRUER, D. Progress and pittalls in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-26733 A perspective on superaugmented liight control advantages and problems pt 124 N85-27886 MCTROUE, T. V. F/A-18 software development A case study pt N85-27886 MCWILLIAMS, J. K. Mission benefits of a very high throughput image fracker system pt 191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transonic internal flows with a shock wave pt 101 N84-16194 A 3-D Euler method for internal transonic flows computation with a multi-domain approach pt 196 N85-32298 MEIER, G. E. A. Unsteady vortex airful interaction pt 145 N86-27240 MEIER, M. U. Separation and vortical-type flow around a prolate	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors p. 16 N84-11128 MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27134 MICHEL, J. P. Cathode ray tubes p. 96 N83-30412 Vacuum fluorescent tubes p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30423 MICHEL, R. Three-dimensional boundary layers and shear flows activities at ONERA/CERT p. 194 N85-25755 MICHEL, U. Definition, sources and lowest possible levels of wind-tunnel turbulence p. 34 N84-23576
p 238 N85-29772 MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navistar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady interactions of transonic airfolds with guits and concentrated vortices p 148 N86-27261 MCDADE, J. N. Manufacturing considerations related gearboxes p 93 MCCONALD, J. F. Gallium Arsenide wafer scale integration p 188 N86-28349	MCRUER, D. Progress and pittalls in advanced flight control systems pt 1 N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-26733 A perspective on superaugmented flight control advantages and problems pt 124 N85-27886 MCTIGUE, T. V. F/A-18 software development A case study pt N85-27886 MCTIGUE, T. V. Mission benefits of a very high throughput image tracker system pt 191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transonic internal flows with a shock wave pt 101 N84-16194 A 3-D Euler method for internal transonic flows computation with a multi-domain approach pt 196 N85-32298 MEIER, G. E. A. Unsteady vortex airfoil interaction pt 145 N86-27240 MEIER, M. U. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors p. 16 N84-11128 MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27134 MICHEL, J. P. Cathode ray tubes p. 96 N83-30417 Vacuum fluorescent tubes p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30422 MICHEL, R. Three-dimensional boundary layers and shear flows activities at ONERA/CERT p. 194 N85-25785 MICHEL, U. Definition, sources and lowest possible levels of wind-tunnel turbulence p. 34 N84-23576 MICHELIN, J. L.
MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility. p 36 N84-23590 MCCONNELL, J. B. Navstar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady interactions of transonic airfoids with guists and concentrated vortices p 148 N86-27261 MCDADE, J. M. Manufacturing considerations related to aircraft gearboxes p 93 N85-23778 MCDONALD, J. F. Gallium Arsenide wafer scale integration p 188 N86-28349 MCELROY, D. R.	MCRUER, D. Progress and pittalls in advanced flight control systems p 1 N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems p 121 N85-26733 A perspective on superaugmented light control advantages and problems p 124 N85-27886 MCTIGUE, F. V. F./A.18 software development A case study p 8 N83-22145 MCWILLIAMS, J. K. Mission benefits of a very high throughput image tracker system p 191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transonic internal flows with a shock wave p 101 N84-16194 A 3-D Euler method for internal transonic flows computation with a multi-domain approach p 196 N85-32298 MEIER, G. E. A. Unsteady vortex airful interaction p 145 N86-27240 MEIER, H. U. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters P 77 N84-12113	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors p. 16 N84-11128 MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27134 MICHEL, J. P. Cathode ray tubes p. 96 N83-30417 Vacuum fluorescent tubes p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30423 MICHEL, R. Three-dimensional boundary layers and shear flows activities at ONERA/CERT p. 194 N85-25785 MICHEL, U. Definition, sources and lowest possible levels of wind-tunnel turbulence p. 34 N84-23576 MICHELIN, J. L. Strapdown inertial systems for tactical missiles using
p 238 N85-29772 MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navstar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady interactions of transonic airfolds with guists and concentrated vortices p 148 N86-27261 MCDADE, J. N. Manufacturing considerations related to aircraft gearboxes p 93 N85-20778 MCDONALD, J. F. Galfium Arsenide wafer scale integration p 188 N86-28349 MCELROY, D. R. EHF MILSATCOM systems for tactical users p 232 N85-20755	MCRUER, D. Progress and pittalls in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-26733 A perspective on superaugmented flight control advantages and problems pt 124 N85-27886 MCTRUER, T. V. F/A-18 software development A case study p8 N83-22145 MCWILLIAMS, J. K. Mission benefits of a very high throughput image tracker system pt 191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transonic internal flows with a shock wave pt 101 N84-16194 A 3-D Euler method for internal transonic flows computation with a multi-domain approach pt 196 N85-32298 MEIER, G. E. A. Unsteady vortex airful interaction pt 145 N86-27240 MEIER, M. U. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors p. 16 N84-11128 MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27134 MICHEL, J. P. Cathode ray tubes p. 96 N83-30417 Vacuum fluorescent tubes p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30423 MICHEL, M. Three-dimensional boundary layers and sheer flows activities at ONERA/CERT p. 194 N85-25785 MICHEL, U. Definition, sources and lowest possible levels of wind-tunnel turbulence messions. Strapdown inertial systems for tactical missiles using mass unbalanced two-axis rate gyros
p 238 N85-29772 MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navstar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady interactions of transonic airfoids with guists and concentrated vortices p 148 N86-27261 MCDADE, J. N. Manufacturing considerations related to aircraft gearboxes p 93 N85-23778 MCCONALD, J. F. Gallium Arsenide water scale integration p 188 N86-28349 MCELROY, D. R. EHF MILSATCOM systems for tactical users p 232 N85-20755 MCFADDEN, B. L.	MCRUER, D. Progress and pittalls in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-26733 A perspective on superaugmented flight control advantages and problems pt 124 N85-27886 MCTIGUE, T. V. F./A.18 software development A case study pt N85-27886 MCWILLIAMS, J. K. Mission benefits of a very high throughput image tracker system pt 191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transonic internal flows with a shock wave pt 101 N84-16194 A 3-D Euler method for internal transonic flows computation with a multi-domain approach pt 196 N85-32298 MEIER, G. E. A. Unsteady vortex airfoil interaction pt 45 N86-27240 MEIER, H. U. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters pt 77 N84-12113 MEUER, J. J. Application of time-linearized methods to oscillating	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors p. 16 N84-11128 MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27134 MICHEL, J. P. Cathode ray tubes p. 96 N83-30412 Vacuum fluorescent tubes p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30423 MICHEL, R. Three-dimensional boundary layers and shear flows activities at ONERA/CERT p. 194 N85-25755 MICHEL, U. Definition, sources and lowest possible levels of wind-tunnel turbulence p. 34 N84-23576 MICHELIN, J. L. Strapdown inertial systems for tactical missiles using mass unbalanced two-axis rate gyros MIGNOSI, A.
MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20553 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navitar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady interactions of transonic airfolds with guists and concentrated vortices p 148 N86-27261 MCDADE, J. N. Manufacturing considerations related to aircraft gearboxes p 93 N85-23778 MCDONALD, J. F. Galitum Arsenide water scale integration p 188 N86-28349 MCELROY, D. R. EHF MILSATCOM systems for tactical users p 232 N85-20755 MCFADDEN, B. L. Super integrated power unit for fighter aircraft	MCRUER, D. Progress and pittalls in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-26733 A perspective on superaugmented light control advantages and problems pt 124 N85-27886 MCTROUE, T. V. F/A-18 software development A case study pt N85-22145 MCWILLIAMS, J. K. Mission benefits of a very high throughput image fracker system pt 191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transonic internal flows with a shock wave pt 101 N84-16194 A 3-D Euler method for internal transonic flows computation with a multi-domain approach pt 196 N85-32298 MEIER, G. E. A. Unsteady vortex airfoil interaction pt 145 N86-27240 MEIER, M. U. Separation and vortical-type flow around a prolate spheroid Evaluation of time-linearized methods to oscillating wings in transonic flow and flutter pt 55 N85-25182	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largests from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27134 MICHEL, J. P. Cathode ray tubes p. 96 N83-30417 Vacuum fluorescent tubes p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30423 MICHEL, R. Three-dimensional boundary layers and shear flows activities at ONERA/CERT p. 194 N85-25785 MICHEL, U. Definition: sources and lowest possible levels of wind-tunnel turbulence p. 34 N84-23576 MICHELIN, J. L. Strapdown inertial systems for tactical missiles using mass unbalanced two-axis rate gyros MIGNOSI, A. The T2 cryogenic wind tunnel with self-adaptable walts
p 238 N85-29772 MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility. p 36 N84-23590 MCCONNELL, J. B. Navstar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady interactions of transonic airfoids with gusts and concentrated vortices p 148 N86-27261 MCDADE, J. N. Manufacturing considerations related to aircraft gearboxes p 39 N85-23778 MCDONALD, J. F. Gallium Arsenide wafer scale integration p 188 N86-28349 MCELROY, D. R. EHF MILSATCOM systems for tactical users p 232 N85-20755 MCFADDEM, B. L. Super integrated power unit for fighter aircraft p 100 N84-12183	MCRUER, D. Progress and pittalls in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-26733 A perspective on superaugmented flight control advantages and problems pt 124 N85-27886 MCTIQUE, T. V. F/A-18 software development A case study pt N85-22145 MCWILLIAMS, J. K. Misson benefits of a very high throughput image tracker system pt 191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transonic internal flows with a shock wave pt 101 N84-16194 A 3-D Euler method for internal transonic flows computation with a multi-domain approach pt 196 N85-32298 MEIER, G. E. A. Unsteady vortex airfoil interaction pt 145 N86-27240 MEIER, H. U. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters MEJUER, J. J. Application of time-linearized methods to oscillating wings in transonic flow and fluiter pt 95 N85-25182	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors p. 16 N84-11128 MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27134 MICHEL, J. P. Cathode ray tubes p. 96 N83-30417 Vacuum fluorescent tubes p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30423 MICHEL, R. Three-dimensional boundary layers and shear flows activities at ONERA/CERT p. 194 N85-25785 MICHEL, U. Definition, sources and lowest possible levels of wind-tunnel turbulence p. 34 N84-23576 MICHELIN, J. L. Strapdown inertial systems for tactical missiles using mass unbalanced two-axis rate gyros mass unbalanced two-axis rate gyros MIGNOSI, A. The T2 cryogenic wind tunnel with self-adaptable walls at ONERA/CERT p. 32 N84-23567
p 238 N85-29772 MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navitar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady transonic flow p 64 N85-25180 Unsteady inferactions of transonic airfolis with guists and concentrated vortices p 148 N86-27261 MCDADE, J. N. Manufacturing considerations related gearboxes p 93 N85-23778 MCDONALD, J. F. Gallium Arsenide wafer scale integration p 188 N86-28349 MCELROY, D. R. EHF MILSATCOM systems for tactical users p 232 N85-20755 MCFADDEM, B. L. Super integrated power unit for fighter aircraft p 100 N84-12383 MCGEMEE, J. R.	MCRUER, D. Progress and pittalls in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-26733 A perspective on superaugmented light control advantages and problems pt 124 N85-27886 MCTRQUE, T. V. F/A-18 software development A case study p8 N83-22145 MCWILLIAMS, J. K. Mission benefits of a very high throughput image fracker system pt 191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transonic internal flows with a shock wave pt 101 N84-16194 A 3-D Euler method for internal transonic flows computation with a multi-domain approach pt 196 N85-32298 METER, G. E. A. Unsteady vortex airfoil interaction pt 145 N86-27240 METER, M. U. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters pt 77 N84-12113 MELIER, J. J. Application of time-linearized methods to oscillating wings in transonic flow and flutter p 65 N85-25182 MEWEL, H. LPI-radar for helicopter obstacle warning	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largests from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27134 MICHEL, J. P. Cathode ray tubes p. 96 N83-30417 Vacuum fluorescent tubes p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30423 MICHEL, R. Three-dimensional boundary tayers and shear flows activities at ONERA/CERT p. 194 N85-25785 MICHEL, U. Definition: sources and lowest possible levels of wind-tunnel turbulence p. 34 N84-23576 MICHELIN, J. L. Strapdown inertial systems for tactical missiles using mass unbalanced two-axis rate gyros MIGNOSI, A. The T2 cryogenic wind tunnel with self-adaptable walts at ONERA/CERT p. 32 N84-23567 Fundamental reflections on cryogenic testing.
MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navstar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady interactions of transonic airfolds with guists and concentrated vortices p 148 N86-27261 MCDADE, J. N. Manufacturing considerations related to aircraft gearboxes p 93 N85-23778 MCDONALD, J. F. Galfium Arsenide wafer scale integration p 188 N86-28349 MCELROY, D. R. EHF MILSATCOM systems for tactical users p 232 N85-20755 MCFADDEN, B. L. Super integrated power unit for fighter aircraft p 100 N84-12383 MCGENEE, J. R. Active control landing gear for ground loads alleviation	MCRUER, D. Progress and pittalls in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-26733 A perspective on superaugmented flight control advantages and problems pt 124 N85-27886 MCTIQUE, T. V. F/A-18 software development A case study pt N85-22145 MCWILLIAMS, J. K. Misson benefits of a very high throughput image tracker system pt 191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transonic internal flows with a shock wave pt 101 N84-16194 A 3-D Euler method for internal transonic flows computation with a multi-domain approach pt 196 N85-32298 MEIER, G. E. A. Unsteady vortex airfoil interaction pt 145 N86-27240 MEIER, H. U. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters MEJUER, J. J. Application of time-linearized methods to oscillating wings in transonic flow and fluiter pt 95 N85-25182	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largest from a modern interceptor aircraft p. 192 N86:28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85:27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85:27134 MICHEL, J. P. Cathode ray tubes p. 96 N83:30417 Vacuum fluorescent tubes p. 97 N83:30422 Large area gas discharge displays or plasma displays p. 97 N83:30422 MICHEL, R. Three-dimensional boundary layers and shear flows activities at ONERA/CERT p. 194 N85:25785 MICHEL, U. Definition, sources and lowest possible levels of wind-tunnel turbulence p. 34 N84:23576 MICHELIN, J. L. Strapdown inertial systems for tactical missiles using mass urbalanced two-axis rate gyros p. 87 N84:25696 MIGNOSI, A. The T2 cryogenic wind tunnel with self-adaptable walls at ONERA/CERT p. 2 N84:23567 Fundamental reflections on cryogenic testing
P 238 N85-29772 MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navitar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady interactions of transonic airfoids with guists and concentrated vortices p 148 N86-27261 MCDADE, J. N. Manufacturing considerations related to aircraft gearboxes p 993 N85-23778 MCDONALD, J. F. Gallium Arsenide wafer scale integration p 188 N86-28349 MCELROY, D. R. EHF MILSATCOM systems for tactical users p 292 N85-20755 MCFADDEN, B. L. Super integrated power unit for fighter aircraft p 100 N84-12183 MCGEMEE, J. R. Active control landing gear for ground loads alleviation p 123 N85-28749	MCRUER, D. Progress and pittalis in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-26733 A perspective on superaugmented flight control advantages and problems pt 124 N85-27886 MCTIGUE, T. V. F/A-18 software development A case study pt N85-28145 MCWILLIAMS, J. K. Mission benefits of a very high throughput image tracker system pt 191 N86-28135 MEAUZE, G. A coupling method for the inverse mode calculation of transonic internal flows with a shock wave pt 101 N84-16194 A 3-D Euler method for internal transonic flows computation with a multi-domain approach pt 196 N85-32298 METER, G. E. A. Unsteady vortex airfoil interaction pt 145 N86-27240 METER, M. U. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters pt 77 N84-12113 MELIER, J. J. Application of time-timeerized methods to oscillating wings in transonic flow and flutter pt 55 N85-25182 MELIER, J. J. LPI-radar for helicopter obstacle warning p 56 N85-16810	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors p. 16 N84-11128 MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27134 MICHEL, J. P. Cathode ray tubes p. 96 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30423 MICHEL, M. Three-dimensional boundary layers and sheer flows activities at ONERA/CERT p. 194 N85-25785 MICHEL, U. Definition, sources and lowest possible levels of wind-tunnel turbulence p. 34 N84-23576 MICHELIN, J. L. Strapdown inertial systems for tactical missiles using mass unbalanced two-axis rate gyros MIGNOSI, A. The T2 cryogenic wind tunnel with self-adaptable walls at ONERA/CERT p. 32 N84-23567 Fundamental reflections on cryogenic testing **P. 133 N86-20422 MIKKELSON, D. C.
MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20553 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navistar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady interactions of transonic airfolis with guists and concentrated vortices p 148 N86-27261 MCDADE, J. N. Manufacturing considerations related to aircraft gearboxes p 93 N85-23778 MCDONALD, J. F. Galitum Arsenide wafer scale integration p 188 N86-28349 MCELROY, D. R. EHF MILSATCOM systems for tactical users p 232 N85-20755 MCFADDEN, B. L. Super integrated power unit for fighter aircraft p 100 N84-12183 MCGEMEE, J. R. Active control landing gear for ground loads alleviation p 123 N85-26749 Active control landing gear for ground loads alleviation p 123 N85-26749	MCRUER, D. Progress and pittalls in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-26733 A perspective on superaugmented flight control advantages and problems pt 124 N85-27886 MCTRQUE, T. V. F./A.18 software development A case study pt N85-27886 MCWILLIAMS, J. K. Mission benefits of a very high throughput image tracker system pt 191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transonic internal flows with a shock wave pt 191 N86-28365 MEAUZE, G. A coupling method for internal transonic flows computation with a multi-domain approach pt 196 N85-32298 MEIER, G. E. A. Unsteady vortex airfoil interaction pt 45 N86-27240 MEIER, H. U. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters pt 77 N84-12113 MEUER, J. Application of time-linearized methods to oscillating wings in transonic flow and flutter pt 65 N85-25182 MENELLERE, R. A. MELLIERE, R. A.	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largest from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27134 MICHEL, J. P. Cathode ray tubes p. 96 N83-30417 Vacuum fluorescent tubes p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30423 MICHEL, R. Three-dimensional boundary layers and shear flows activities at ONERA/CERT p. 194 N85-25785 MICHEL, U. Definition, sources and lowest possible levels of wind-tunnel turbulence p. 34 N84-23576 MICHELIN, J. L. Strapdown inertial systems for tactical missiles using mass unbalanced two-axis rate gyros MICHELIN, J. L. Strapdown inertial systems for tactical missiles using mass unbalanced two-axis rate gyros MICHELIN, J. L. Strapdown inertial systems for tactical missiles using mass unbalanced two-axis rate gyros MICHELSON, D. C. Summany of recent NASA propeller research
P 238 N85-29772 MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navitar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady interactions of transonic airfoids with guists and concentrated vortices p 148 N86-27261 MCDADE, J. N. Manufacturing considerations related to aircraft gearboxes p 993 N85-23778 MCDONALD, J. F. Gallium Arsenide wafer scale integration p 188 N86-28349 MCELROY, D. R. EHF MILSATCOM systems for tactical users p 292 N85-20755 MCFADDEN, B. L. Super integrated power unit for fighter aircraft p 100 N84-12183 MCGEMEE, J. R. Active control landing gear for ground loads alleviation p 123 N85-28749	MCRUER, D. Progress and pittalis in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-28733 A perspective on superaugmented flight control advantages and problems pt 124 N85-2886 MCTIGUE, T. V. F/A-18 software development A case study pt N85-28365 MCTIGUE, T. V. MISSION benefits of a very high throughput image tracker system pt 191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transonic internal flows with a shock wave pt 101 N84-16194 A 3-D Euler method for internal transonic flows computation with a multi-domain approach pt 196 N85-32298 MEIER, G. E. A. Unsteady vortex airfoil interaction pt 145 N86-27240 MEIER, M. U. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters MELIER, J. J. Application of time-linearized methods to oscillating ungs in transonic flows and flutter pt 196 N85-25182 MEINEL, H. LPI-radar for helicopter obstacle warning pt 56 N85-16810 MELLIERE, R. A. The F-15 flight loads tracking program	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aerorating 192 N86:28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85:27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85:27134 MICHEL, J. P. Cathode ray tubes p. 96 N83:30417 Vacuum fluorescent tubes p. 97 N83:30422 Large area gas discharge displays or plasma displays p. 97 N83:30423 MICHEL, R. Three-dimensional boundary layers and shear flows activities at ONERA/CERT p. 194 N85:25785 MICHEL, U. Definition, sources and lowest possible levels of wind-tunnel turbulence p. 34 N84:23576 MICHELIN, J. L. Strapdown inertial systems for tactical missiles using mass unbalanced two-axis rate gyros MIGNOSI, A. The T2 cryogenic wind tunnel with self-adaptable walls at ONERA/CERT p. 32 N84:23567 Fundamental reflections on cryogenic testing p. 22 N84:23567 Fundamental reflections on cryogenic testing p. 23 N86-20422 MIKKELSON, D. C. Summary of recent NASA propeller research p. 72 N86-11158
MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20553 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navistar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady interactions of transonic airfolis with guists and concentrated vortices p 148 N86-27261 MCDADE, J. N. Manufacturing considerations related to aircraft gearboxes p 93 N85-23778 MCDONALD, J. F. Galitum Arsenide wafer scale integration p 188 N86-28349 MCELROY, D. R. EHF MILSATCOM systems for tactical users p 232 N85-20755 MCFADDEN, B. L. Super integrated power unit for fighter aircraft p 100 N84-12183 MCGEMEE, J. R. Active control landing gear for ground loads alleviation p 123 N85-26749 Active control landing gear for ground loads alleviation p 123 N85-26749	MCRUER, D. Progress and pittalls in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-26733 A perspective on superaugmented flight control advantages and problems pt 124 N85-27886 MCTIQUE, T. V. F./A.18 software development A case study pt N85-27886 MCWILLIAMS, J. K. Mission benefits of a very high throughput image tracker system pt 191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transonic internal flows with a shock wave pt 101 N84-16194 A 3-D Euler method for internal transonic flows computation with a multi-domain approach pt 196 N85-32298 MEIER, G. E. A. Unsteady vortex airfoil interaction pt 145 N86-27240 MEIER, H. U. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters pt 77 N84-12113 MELIER, J. J. Application of time-linearized methods to oscillating wings in transonic flow and flutter pt 55 N85-25182 MELIERE, R. A. The F-15 flight loads tracking program pt 45 N85-15666	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors p. 16 N84-11128 MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27131 MICHEL, J. P. Cathode ray tubes p. 96 N83-30417 Vacuum fluorescent tubes p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30422 MICHEL, R. Three-dimensional boundary layers and shear flows activities at ONERA/CERT p. 194 N85-25785 MICHEL, U. Definition, sources and lowest possible levels of wind-tunnel turbulence p. 34 N84-23576 MICHELIN, J. L. Strapdown inertial systems for tactical missiles using mass unbalanced two-axis rate gyros MIGNOSI, A. The T2 cryogenic wind tunnel with self-adaptable walls at ONERA/CERT p. 133 N86-20422 MIKKELSON, D. C. Summary of recent NASA propeller research p. 72 N86-11158 MILES, W. E.
MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-29728 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navistar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady inferactions of transonic airfolis with guists and concentrated vortices p 148 N86-25180 Unsteady inferactions of transonic airfolis with guists and concentrated vortices p 148 N86-278180 MCDDADE, J. N. Manufacturing considerations related gearboxes p 93 N85-23778 MCDDALD, J. F. Gallium Arsenide wafer scale integration p 188 N86-28349 MCELROY, D. R. EHF MILSATCOM systems for tactical users p 232 N85-20755 MCFADDEN, B. L. Super integrated power unit for fighter aircraft p 100 N84-12383 MCGEMEE, J. R. Active control landing gear for ground loads alleviation p 127 N85-27902 MCGLAMERY, B. L. MCGLAMERY, B. L.	MCRUER, D. Progress and pittalls in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-28733 A perspective on superaugmented light control advantages and problems pt 124 N85-27886 MCTIGUE, T. V. F/A-18 software development A case study p8 N83-22145 MCWILLIAMS, J. K. Mission benefits of a very high throughput image fracker system p191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transonic internal flows with a shock wave p101 N84-16194 A 3-D Euler method for internal transonic flows computation with a multi-domain approach p196 N85-32298 MEIER, G. E. A. Unsteady vortex airfoil interaction p145 N86-27240 MEIER, M. U. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters p77 N84-12113 MELIER, J. J. Application of time-linearized methods to oscillating wings in transonic flow and flutter p55 N85-25182 MEWEL, M. LPI-radar for helicopter obstacle warning p56 N85-16810 MELLERE, R. A. The F-15 flight loads tracking program p45 N85-15666 MELZER, E.	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largest from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27134 MICHEL, J. P. Cathode ray tubes p. 96 N83-30417 Vacuum fluorescent tubes p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30423 MICHEL, R. Three-dimensional boundary layers and shear flows activities at ONERA/CERT p. 194 N85-25785 MICHEL, U. Definition, sources and lowest possible levels of wind-tunnel turbulence p. 34 N84-23576 MICHELIN, J. L. Strapdown inertial systems for tactical missiles using mass urbalanced two-axis rate gyros p. 87 N84-25696 MIGNOSI, A. The T2 chyogenic wind tunnel with self-adaptable walls at ONERA/CERT p. 22 N84-23567 Fundamental reflections on cryogenic testing p. 133 N86-20422 MIKKELSON, D. C. Summary of recent NASA propeller research p. 72 N86-11158 MILES, W. E. A video bus for weapon system integration
p 238 N85-29772 MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navstar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady interactions of transonic airfolds with guists and concentrated vortices p 148 N86-27261 MCDADE, J. N. Manufacturing considerations related to aircraft gearboxes p 93 N86-28349 MCELROY, D. R. EHF MILSATCOM systems for tactical users p 232 N85-20755 MCFADDEN, B. L. Super integrated power unit for fighter aircraft p 100 N84-12 y83 MCGEMEE, J. R. Active control landing gear for ground loads alleviation p 123 N85-26799 MCGLAMERY, B. L. Passive remote sensing of ocean optical propagation p 1927 N85-27902	MCRUER, D. Progress and pittalls in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-26733 A perspective on superaugmented flight control advantages and problems pt 124 N85-27886 MCTIGUE, T. Y. F/A-18 software development A case study pt N85-27886 MCTIGUE, T. Y. F/A-18 software development A case study pt N85-22145 MCWILLIAMS, J. K. Mission benefits of a very high throughput image tracker system pt 191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transonic internal flows with a shock wave pt 101 N84-16194 A 3-D Euler method for internal transonic flows computation with a multi-domain approach pt 196 N85-32298 MEIER, G. E. A. Unsteady vortex airfoil interaction pt 145 N86-27240 MEIER, H. U. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters pt 77 N84-12113 MEJER, J. J. Application of time-linearized methods to oscillating wings in transonic flow and flutter pt 165 N85-25182 MELIER, R. A. The F-15 flight loads tracking program pt 5 N85-15666 MELLIERE, E. The new calibration tank for engine simulators at DFVLR	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors p. 16 N84-11128 MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27131 MICHEL, J. P. Cathode ray tubes p. 96 N83-30417 Vacuum fluorescent tubes p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30422 MICHEL, R. Three-dimensional boundary layers and shear flows activities at ONERA/CERT p. 194 N85-25785 MICHEL, U. Definition, sources and lowest possible levels of wind-tunnel turbulence p. 34 N84-23576 MICHELIN, J. L. Strapdown inertial systems for tactical missiles using mass unbalanced two-axis rate gyros MIGNOSI, A. The T2 cryogenic wind tunnel with self-adaptable walls at ONERA/CERT p. 133 N86-20422 MIKKELSON, D. C. Summary of recent NASA propeller research p. 72 N86-11158 MILES, W. E.
p 238 N85-29772 MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility. p 36 N84-23590 MCCONNELL, J. B. Navstar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady interactions of transonic airfoids with guists and concentrated vortices p 148 N86-27261 MCDADE, J. N. Manufacturing considerations related to aircraft gearboxes p 188 N86-23778 MCDONALD, J. F. Gallium Arsenide wafer scale integration p 188 N86-28349 MCELROY, D. R. EHF MILSATCOM systems for tactical users p 232 N85-20755 MCFADDEN, B. L. Super integrated power unit for fighter aircraft p 100 N84-12483 MCGEMEE, J. R. Active control landing gear for ground loads alleviation p 127 N85-27902 MCGLAMERY, B. L. Passive remote sensing of ocean optical propagation p 208 N84-15873	MCRUER, D. Progress and pittalls in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-26733 A perspective on superaugmented flight control advantages and problems pt 124 N85-27886 MCTIGUE, F. V. F./A.18 software development A case study pt N85-27886 MCTIGUE, F. V. Mission benefits of a very high throughput image tracker system pt 191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transonic internal flows with a shock wave pt 101 N84-16194 A 3-D Euler method for internal transonic flows computation with a multi-domain approach pt 196 N85-32298 MEIER, G. E. A. Unsteady vortex airfoil interaction pt 145 N86-27240 MEIER, H. U. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters pt 77 N84-12113 MEJUER, J. Application of time-linearized methods to oscillating wings in transonic flow and flutter pt 65 N85-25182 MENEL, H. LPI-radar for helicopter obstacle warning pt N85-15860 MELLIERE, R. A. The F-15 flight loads tracking program pt 45 N85-15866 MELZER, E. The new calibration tank for engine simulators at DEVLR Goettingen pt 36 N84-23593	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largest from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27134 MICHEL, J. P. Cathode ray tubes p. 96 N83-30417 Vacuum fluorescent tubes p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30423 MICHEL, R. Three-dimensional boundary layers and shear flows activities at ONERA/CERT p. 194 N85-25785 MICHEL, U. Definition, sources and lowest possible levels of wind-tunnel turbulence p. 34 N84-23576 MICHELIN, J. L. Strapdown inertial systems for tactical missiles using mass urbalanced two-axis rate gyros p. 87 N84-25696 MIGNOSI, A. The T2 chyogenic wind tunnel with self-adaptable walls at ONERA/CERT p. 22 N84-23567 Fundamental reflections on cryogenic testing p. 133 N86-20422 MIKKELSON, D. C. Summary of recent NASA propeller research p. 72 N86-11158 MILES, W. E. A video bus for weapon system integration
p 238 N85-29772 MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navistar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady interactions of transonic airfolis with guists and concentrated vortices p 148 N86-27261 MCDADE, J. N. Manufacturing considerations related gearboxes p 93 N85-23778 MCDONALD, J. F. Gallium Arsenide wafer scale integration p 188 N86-28349 MCELROY, D. R. EHF MILSATCOM systems for tactical users p 232 N85-20755 MCFADDEN, B. L. Super integrated power unit for fighter aircraft p 100 N84-1283 MCGEMEE, J. R. Active control landing gear for ground loads alleviation p 127 N85-27902 MCGLAMERY, B. L. Passive remote sensing of ocean optical propagation perameters p 206 N84-15873 MCGGAMAMAMAN, G. M., JR.	MCRUER, D. Progress and pittalls in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-26733 A perspective on superaugmented flight control advantages and problems pt 124 N85-27886 MCTIGUE, T. V. F/A-18 software development A case study pt N85-27886 MCTIGUE, T. V. Mission benefits of a very high throughput image tracker system pt 191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transonic internal flows with a shock wave pt 101 N84-16194 A 3-D Euler method for internal transonic flows computation with a multi-domain approach pt 196 N85-32298 MEIER, G. E. A. Unsteady vortex airfoil interaction pt 145 N86-27240 MEIER, H. U. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters pt 77 N84-12113 MEJER, J. J. Application of time-linearized methods to oscillating wings in transonic flow and flutter pt 56 N85-25182 MELIERE, R. A. The F-15 flight loads tracking program pt 50 N85-15666 MELIERE, E. The new calibration tank for engine simulators at 0FVLR Goettingen pt 36 N84-23593 MEMBELLER. J. T.	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors p. 16 N84-11128 MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27134 MICHEL, J. P. Cathode ray tubes p. 96 N83-30417 Vacuum fluorescent tubes p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30422 MICHEL, R. Three-dimensional boundary layers and shear flows activities at ONERA/CERT p. 194 N85-25785 MICHEL, U. Definition, sources and lowest possible levels of wind-tunnel turbulence p. 34 N84-23576 MICHELIN, J. L. Strapdown inertial systems for tactical missiles using mass unbalanced two-axis rate gyros MIGNOSI, A. The T2 cryogenic wind tunnel with self-adaptable walls at ONERA/CERT p. 32 N84-23567 Fundamental reflections on cryogenic testing p. 133 N86-20422 MIKKELSON, D. C. Summary of recent NASA propeller research p. 72 N86-11158 MILES, W. E. A video bus for weapon system integration p. 24 N84-15051 MILLER, A.
p 238 N85-29772 MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility. p 36 N84-23590 MCCONNELL, J. B. Navstar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady interactions of transonic airfolds with gusts and concentrated vortices p 148 N86-27261 MCDADE, J. N. Manufacturing considerations related to aircraft gearboxes p 39 N85-23778 MCDONALD, J. F. Gallium Arsenide water scale integration p 188 N86-28349 MCELROY, D. R. EHF MILSATCOM systems for tactical users p 232 N85-20755 MCGADDEN, B. L. Super integrated power unit for fighter aircraft p 100 N84-12383 MCGEMEE, J. R. Active control landing gear for ground loads alleviation p 127 N85-27902 MCGLAMERY, B. L. Passive remote sensing of ocean optical propagation perameters p 206 N84-15673 MCGRANAHAN, Q. M., JR. Cardiovascular standards for selection and retention of	MCRUER, D. Progress and pittalls in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-26733 A perspective on superaugmented flight control advantages and problems pt 124 N85-27886 MCTRQUE, T. V. F./A.18 software development A case study pt N85-27886 MCTRQUE, T. V. Mission benefits of a very high throughput image tracker system pt 191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transport internal flows with a shock wave pt 191 N86-28365 MEAUZE, G. A coupling method for internal transport. flows computation with a multi-domain approach pt 196 N85-32298 MEIER, G. E. A. Unsteady vortex airfoil interaction pt 145 N86-27240 MEIER, H. U. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters pt 77 N84-12113 MELIER, J. J. Application of time-linearized methods to oscillating wings in transonic flow and flutter pt 56 N85-25182 MELIERE, H. LPI-radar for helicopter obstacle warning pt 56 N85-16810 MELLIERE, R. A. The F-15 flight loads tracking program pt 5 N85-15666 MELZER, E. The new calibration tank for engine simulators at 0FVLR Goettingen pt 36 N84-23593 MENDEL, J. T. High leverage GaAs integrated circuits for military	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors Interpretation of the property of the p
p 238 N85-29772 MCCAULEY, M. E. Simulator sickness Reaction to a transformed perceptual world 6 Preliminary site surveys p 216 N85-20653 MCCLAIN, A. A. Design of advanced technology maneuvering aircraft models for the National Transonic Facility p 36 N84-23590 MCCONNELL, J. B. Navistar GPS applications to test and training p 44 N84-34418 MCCROSKEY, W. J. Status and prospects of computational fluid dynamics for unsteady transonic flow p 64 N85-25180 Unsteady interactions of transonic airfolis with guists and concentrated vortices p 148 N86-27261 MCDADE, J. N. Manufacturing considerations related gearboxes p 93 N85-23778 MCDONALD, J. F. Gallium Arsenide wafer scale integration p 188 N86-28349 MCELROY, D. R. EHF MILSATCOM systems for tactical users p 232 N85-20755 MCFADDEN, B. L. Super integrated power unit for fighter aircraft p 100 N84-1283 MCGEMEE, J. R. Active control landing gear for ground loads alleviation p 127 N85-27902 MCGLAMERY, B. L. Passive remote sensing of ocean optical propagation perameters p 206 N84-15873 MCGGAMAMAMAN, G. M., JR.	MCRUER, D. Progress and pittalls in advanced flight control systems pt N83-22094 MCRUER, D. T. A perspective on superaugmented flight control advantages and problems pt 121 N85-26733 A perspective on superaugmented flight control advantages and problems pt 124 N85-27886 MCTIGUE, T. V. F/A-18 software development A case study pt N85-27886 MCTIGUE, T. V. Mission benefits of a very high throughput image tracker system pt 191 N86-28365 MEAUZE, G. A coupling method for the inverse mode calculation of transonic internal flows with a shock wave pt 101 N84-16194 A 3-D Euler method for internal transonic flows computation with a multi-domain approach pt 196 N85-32298 MEIER, G. E. A. Unsteady vortex airfoil interaction pt 145 N86-27240 MEIER, H. U. Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters pt 77 N84-12113 MEJER, J. J. Application of time-linearized methods to oscillating wings in transonic flow and flutter pt 56 N85-25182 MELIERE, R. A. The F-15 flight loads tracking program pt 50 N85-15666 MELIERE, E. The new calibration tank for engine simulators at 0FVLR Goettingen pt 36 N84-23593 MEMBELLER. J. T.	MEYHOFF, E. G. An integrated approach toward recognizing, locating and combating largets from a modern interceptor aircraft p. 192 N86-28370 MIAO, W. L. Aeroelastic considerations in the design of high speed rotors p. 16 N84-11128 MICHAELSON, S. M. The biological effects of radiofrequency radiation p. 179 N85-27131 Review of epidemiological studies of human exposures to radiofrequency radiation p. 180 N85-27134 MICHEL, J. P. Cathode ray tubes p. 96 N83-30417 Vacuum fluorescent tubes p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30422 Large area gas discharge displays or plasma displays p. 97 N83-30422 MICHEL, R. Three-dimensional boundary layers and shear flows activities at ONERA/CERT p. 194 N85-25785 MICHEL, U. Definition, sources and lowest possible levels of wind-tunnel turbulence p. 34 N84-23576 MICHELIN, J. L. Strapdown inertial systems for tactical missiles using mass unbalanced two-axis rate gyros MIGNOSI, A. The T2 cryogenic wind tunnel with self-adaptable walls at ONERA/CERT p. 32 N84-23567 Fundamental reflections on cryogenic testing p. 133 N86-20422 MIKKELSON, D. C. Summary of recent NASA propeller research p. 72 N86-11158 MILES, W. E. A video bus for weapon system integration p. 24 N84-15051 MILLER, A.

Implementing microprocessor technology in aircraft electrical power generating system control p 100 N84-12185

MCGREEVY, M. W.
Influence of a perspective cockpit traffic display format
on pilot avoidance maneuvers p 230 N85-19668

MILLER, D. B.	MOORADIAN, G. C.	MULAK, Þ.
Civil weather satellite systems p 234 N85-20768	Blue-green propagation through clouds	Improvement and extension of a numerical procedure
MILLER, E. K.	p 169 N84-24949	for the three dimensional unsteady transonic flows p 65 N85-25181
Numerical modeling techniques for antennas p 167 N84-12373	in situ characterization of seawater using a computerized	MULDER, J. A.
Numerical modeling techniques for half-space (ground)	suite of optical instruments p 206 N84-15675	Aerodynamic model identification from dynamic flight
problems p 167 N84-12374	MOORE, J. Flow trajectories, mixing and entropy fluxes in a turbine	test data and wind tunnel experiments p.11 N83-30371
MILLER, G. Transonic aerodynamic and aeroelastic characteristics	cascade p 101 N84-16193	MULLENGER, D. C.
of a variable sweep wing p 144 N86-27237	Performance evaluation of flow in turbomachinery blade	Sensitiveness and explosiveness assessment at Perme
MILLMAN, G. H.	rows p 196 N85-32299 MOORE, J. G.	Waltham Abbey p 58 N85-17029
Extraterrestrial radio noise and its effect on radar performance p.204 N84-15662	An elliptic calculation procedure for 3-D viscous flow	Hazard assessment of a hypothetical large rocket motor p.60 N85-17042
Propagation effects on the Doppler frequency shift of	p 196 N85-32297	MULLER, J. F.
satellite transmissions p 173 N85-19276	Calculation of 3-D flow without numerical mixing p 196 N85-32301	Comparison of networks for document access
MILLS, R. G. Laboratory studies of aircrew chemical protective	MOORE, J. P.	p 241 N83-31543
ensemble Effects on pilots' performance	The F-18. A new era for human factors p.231 N85-19671	MULLEY, W. G. Avionics/crew station integration p 23 N84-15042
p 207 N84-21066	MOORE, R. B.	MUNNIKSMA, B.
MILSON, J. D. Ionosphenc Modelling and HF radio systems at high	Maintaining consistency and accommodating network	Aerodynamic and structural aspects of propeller and
latitudes p 183 N86-27543	repair in a self-regenerative distributed database management system (a discussion of the means and	drive for a 1/5 scale wind tunnel programme p 73 N86-11163
MITCHELL, A. M. Transmission efficiency measurements and correlations	cost) p 68 N85-26656	MURGUE, J. P.
with physical characteristics of the lubricant	MOORE, R. K.	Optimizing the specifications for an air-surface laser
p 93 N85-23761	Techniques for automatic speech recognition p 165 N83-34183	system p 66 N85-26644 MURRI, W.
MITCHELL, G. A. Summary of recent NASA propeller research	MOORHOUSE, D. J.	Response of propellants to high dynamic stresses: The
p 72 N86-11158	The STOL and maneuver technology program integrated	uses of gun launch techniques p 59 N85-17035
MITCHELL, J. C.	c introl system p. 124 N85-26757 The STOL and maneuver technology program integrated	MURTHY, K. N. S. Annulus wall boundary layer development in a
Development and application of new radiofrequency radiation safety standards p 180 N85-27137	control system development p 128 N85-27910	compressor stage, including the effects of tip clearance
MITCHELL, J. G.	MORAN, T. J.	p 103 N84-16207
Fluid dynamic aspects of turbine engine testing	Advanced quantitative methods for nondestructive evaluation p 109 N86-25376	MYERS, T.
p 35 N84-23586 MITCHELL, R. G.	MORAN, W. A.	A perspective on superaugmented flight control advantages and problems p 124 N85-27886
Cost of corrosion for commercial aviation	Operational and developmental experience with the F/A-18A digital flight control system	MYERS, T. T.
p 39 N84-25624	p 122 N85-26742	A perspective on superaugmented flight control
Condition monitoring of helicopter gearboxes using	Operational and developmental experience with the	advantages and problems p 121 N85-26733 MYHRE, K.
automatic vibration analysis techniques	F/A-18A digital flight control system p 126 N85-27895	Attention, performance, and sustained activation in
p 95 N85-23790 MKPADI, M. C.	MORELLI, G.	military air traffic controllers p 209 N84-21076
Full coverage impingement heat transfer. The variation	The Italian Detence Scientific and Technical	MYKYTOW, W. J.
in pitch to diameter ratio at a constant gapp	Documentation Centre p 239 N83-31534 MORETTI, G.	Review of SMP 1984 Symposium on Transonic Unsteady Aerodynamics and its Aeroelastic Applications
p 114 N86-29846	Comparison of flight loads measurements results and	p 144 N86-27236
A theoretical/experimental technique to evaluate store	prediction for Tornado p 12 N83-30378	A •
separation characteristics p.13 N83-30382	MOREY, W. A.	N
MOHR, G. C. Hydrazine toxicology: Impact on safety and health in	Vision test battery threshold and response time as predictors of air-to-air visual target acquisition in F-14 and	NAGEL, R. N.
military aviation p 213 N84-33013	adversary aircraft p 227 N86-30321	Robot software: Current state-of-the-art, and future
MOKRY, M.	MORISON, W. D.	challenges p 197 N86-19630
Two-dimensional wind tunnel wall interference (AD-A138964) 0.81 N84-20499	The effect of space environment on the damping of	NAKAMURA, Y.
Two-dimensional wind tunnel wall interference (AD-A138964) p.81 N84-20499 Prediction of resonance frequencies for ventilated wall	polymer matrix composite p 137 N83-30492	NAKAMURA, Y. Numerical simulation of vortex breakdown by the vortex-filament method p 79 N84-12126
AD-A138964 p.81 N84-20499 Prediction of resonance frequencies for ventilated wall wind tunnels p.34 N84-23580	polymer matrix composite p 137 N83-30492 MORLET, J. Vacuum recycling effect on minor elements in	Numerical simulation of vortex breakdown by the vortex-filament method p 79 N84-12126 NATENBRUK, P.
AD-A138964 p.81 N84-20499 Prediction of resonance frequencies for vertilated wall wind tunnels p.34 N84-23580 MOM, A. J. A.	polymer matrix composite p 137 N83:30492 MORILET, J. Vacuum recycling effect on minor elements in superalloys p 151 N84:33481	Numerical simulation of vortex breakdown by the vortex-lilament method p 79 N84-12126 NATEMBRUK, P. Control aspects as elaborated in space rendezvous
1AD-A138964	polymer matrix composite p 137 N83-30492 MORLET, J. Vacuum recycling effect on minor elements in superalloys p 151 N84-33481 MORRALL, J. C.	Numerical simulation of vortex breakdown by the vortex-filament method p 79 N84-12126 NATENBRUK, P.
P 81 N84-20499 Prediction of resonance frequencies for vertilated wall wind tunnels p 34 N84-23580 MOM, A. J. A. Overview of the AGARD SMP activities on turbine engine materials technology in the 1972 - 1982 period p 105	polymer matrix composite p 137 N83:30492 MORILET, J. Vacuum recycling effect on minor elements in superalloys p 151 N84:33481 MORRALL, J. C. Fuel conservation and economy constraints p 86 N83:22179	Numerical simulation of vortex breakdown by the vortex-filament method p 79 N84-12126 NATENBRUK, P. Control aspects as elaborated in space rendezvous simulations p 139 N84-24616 NAVIERE, M. Experimental and theoretical studies of panetal viscous
1AD-A1389641 p. 81 N84-20499 Prediction of resonance frequencies for ventilated wall wind tunnels p.34 N84-23580 34 N84-23580 34 N84-23580 35 N84-23580 36 N84-23580 36 N84-23580 36 N84-23580 37 N84-23580 38 N84-23580	polymer matrix composite p 137 N83-30492 MORLET, J. The process of the process o	Numerical simulation of vortex breakdown by the vortex-filament method p 79 N84-12126 NATENBRUK, P. Control aspects as elaborated in space rendezvous simulations p 139 N84-24616 NAVIERE, M. Experimental and theoretical studies of panetal viscous boundaines in a single stage transonic compressor
1AD-A1389641 p.81 N84-20499 Prediction of resonance frequencies for ventilated wall wind tunnels p.34 N84-23580 MOM, A. J. A. Overview of the AGARD SMP activities on turbine engine materials technology in the 1972 - 1982 period p.105 N85-15738 AGARD Cooperative Test Progamme on titanium alloy engine disc material p.108 N85-25369 TURBISTAN A standard load sequence for aircraft	polymer matrix composite p 137 N83-30492 MORLET, J. Vacuum recycling effect on minor elements in superalloys MORRALL, J. C. Fuel conservation and economy constraints p 86 N83-22179 MORRIS, A. Vision test battery threshold and response time as	Numerical simulation of vortex breakdown by the vortex-filament method p 79 N84-12126 NATENBRUK, P. Control aspects as elaborated in space rendezvous simulations p 139 N84-24616 NAVIERE, M. Experimental and theoretical studies of panetal viscous
IAD-A138964 p. 81 N84-2049 Prediction of resonance frequencies for ventilated wail wind tunnels p.34 N84-23580 IMOM, A. J. A. Overview of the AGARD SMP activities on turbine engine materials technology in the 1972 - 1982 period p. 105 N85-15738 AGARD Cooperative Test Progamme on trianium alloy engine disc material p.108 N86-25369 TURBISTAN A standard load sequence for aircraft engine discs p.110 N86-25380	polymer matrix composite p 137 N83-30492 MORLET, J. The process of the process o	Numerical simulation of vortex breakdown by the vortex-filament method p 79 N84-12126 NATENBRUK, P. Control aspects as elaborated in space rendezvous simulations p 139 N84-24616 NAVIERE, H. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p 103 N84-16206 NAZMY, M. Y. Experiences with the material bevaviour and high
1AD-A1389641 p.81 N84-20499 Prediction of resonance frequencies for ventiliated wall wind tunnels p.34 N84-23580 16098, A. J. A. Overview of the AGARD SMP activities on turbine engine materials technology in the 1972 - 1982 period p.105 N85-15738 AGARD Cooperative Test Progamme on transium alloy engine disc material TURBISTAN A standard load sequence for aircraft engine discs Contribution of turbine blade service failures to a damage	polymer matrix composite p 137 N83-30492 MORLET, J. Vacuum recycling effect on minor elements in superalloys MORRALL, J. C. Fuel conservation and economy constraints p 86 N83-22179 MORRIS, A. Vision test battery threshold and response time as predictors of air-to-air visual target acquisition in F-14 and adversary aircraft p 227 N86-30321 MORRIS, A. J.	Numerical simulation of vortex breakdown by the vortex-illament method p.79 N84-12126 NATENBRUK, P. Control aspects as elaborated in space rendezvous simulations p.139 N84-24616 NAVIERE, M. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p.013 N84-16206 NAZMY, M. Y. Experiences with the material bevaviour and high temperature low cycle latique life prediction of the IN 738
IAD-A1389641 p. 81 N84-2049 Prediction of resonance frequencies for ventilated wall wind tunnels p.34 N84-23580 MOM, A. J. A. Overview of the AGARD SMP activities on turbine engine materials technology in the 1972 1982 period p. 105 N85-15738 AGARD Cooperative Test Progamme on transium alloy engine disc material p. 108 N86-25369 TURBISTAN A standard load sequence for aircraft engine discs p. 110 N86-25380 Contribution of turbine blade service failures to a damage tolerance approach p. 110 N86-25382 MOMACO, W. A.	polymer matrix composite p 137 N83-30492 MORLET, J. Vacuum recycling effect on minor elements in superalloys MORRALL J. C. Fuel conservation and economy constraints p 86 N83-22179 MORRIS, A. Vision test battery threshold and response time as predictors of art-to-air visual target acquisition in F-14 and adversary aircraft p 227 N86-30321 MORRIS, A. J. Large scale computing in aeronautical design	Numerical simulation of vortex breakdown by the vortex-filament method p 79 N84-12126 NATENBRUK, P. Control aspects as elaborated in space rendezvous simulations p 139 N84-24616 NAVIERE, H. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p 103 N84-16206 NAZMY, M. Y. Experiences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy NEALY, D. A.
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IAD-A1389641 p. 81 N84-20499 Prediction of resonance frequencies for ventilated wall wind tunnels p.34 N84-23590 MOM, A. J. A. Overview of the AGARD SMP activities on turbine engine materials technology in the 1972 - 1982 period AGARD Cooperative Test Progamme on titanium alloy engine disc material p. 108 N85-15738 AGARD Cooperative Test Progamme on titanium alloy engine disc material p. 108 N86-25369 TURBISTAN A standard load sequence for aircraft engine discs Contribution of turbine blade service failures to a damage tolerance approach p. 110 N86-25382 MONACO, W. A. Visual capabilities related to fighter aircraft p. 227 N86-30320 MONEY, K. E. An unusual toxicological property of alcohol. The density effect on the organ of balance p. 214 N84-33016 Preflight and postflight motion sickness testing of the Spacelab 1 crew p. 216 N85-20652	polymer matrix composite p. 137 N83-30492 MORLET, J. Vacuum recycling effect on minor elements in superalloys p. 151 N84-33481 MORRALL, J. C. Fuel conservation and economy constraints p. 86 N83-22179 MORRIS, A. Vision test battery threshold and response time as predictors of air-to-air visual target acquisition in F-14 and adversary aircraft p. 227 N86-30321 MORRIS, A. Large scale computing in aeronautical design p. 91 N85-10043 MORRIS, D. Active control landing gear for ground load alleviation p. 127 N85-27902 MORRIS, W. D. Local and mean heat transfer on the leading and trailing surfaces of a square sectioned duct rotating in the	Numerical simulation of vortex breakdown by the vortex-filament method p 79 N84-12126 NATENBRUK, P. Control aspects as elaborated in space rendezvous simulations p 139 N84-24616 NAVIERE, M. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p 103 N84-16206 NAZMY, M. Y. Experiences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 NEALY, D. A. Alternate cooling configurations for gas turbine combustion systems p 114 N85-29845 NEDELL, W. Design, development and flight test of a demonstration
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IAD-A1389641 p. 81 N84-2049 Prediction of resonance frequencies for ventilated wall wind tunnels p. 34 N84-23580 MOMI, A. J. A. Overview of the AGARD SMP activities on turbine engine materials technology in the 1972 - 1982 period p. 105 N85-15738 AGARD Cooperative Test Progamme on trianium alloy engine disc material p. 108 N85-25399 TURBISTAN A standard load sequence for aircraft engine discs p. 110 N86-25380 Contribution of turbine blade service failures to a damage tolerance approach p. 110 N86-25382 MOMACO, W. A. Visual capabilities related to fighter aircrew performance in the F-14 and adversary aircraft p. 227 N86-30320 MOMEY, K. E. An unusual toxicological property of alcohol. The density effect on the organ of balance p. 214 N84-33016 Prefflight and positifight motion sickness testing of the Spacelab 1 crew p. 216 N85-20652 Space motion sickness monitoring experiment. Spaceleb 1.	polymer matrix composite p 137 N83-30492 MORLET, J. Vacuum recycling effect on minor elements in superalloys p 151 N84-33481 MORRALL, J. C. Fuel conservation and economy constraints p 86 N83-22179 MORRIS, A. Vision test battery threshold and response time as predictors of air-to-air visual target acquisition in F-14 and adversary aircraft p 227 N86-30321 MORRIS, A. J. Large scale computing in aeronautical design p 91 N85-10043 MORRIS, D. L. Active control landing gear for ground toad alleviation p 127 N85-27902 MORRIS, W. D. Local and mean heat transfer on the leading and trailing surfaces of a square sectioned duct rotating in the orthogonal-mode p 111 N86-29826	Numerical simulation of vortex breakdown by the vortex-filament method p 79 N84-12126 NATENBRUK, P. Control aspects as elaborated in space rendezvous simulations p 139 N84-24616 NAVIERE, M. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p 103 N84-16206 NAZMY, M. Y. Experiences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 NEALY, D. A. Alternate cooling configurations for gas turbine combustion systems p 114 N86-29845 NEDELL, W. Design, development and flight test of a demonstration advanced avonics system p 27 N84-15067 NEESSEN, J. Modelling on interference due to ducting at frequencies above 1 GHz p 162 N83-30888 The impact of propagation effects on the design of high capacity digital microwave links in the 18 GHz frequency band
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IAD-A1389641 p. 81 N84-2049 Prediction of resonance frequencies for ventilated wall wind tunnels p. 34 N84-23580 MOMI, A. J. A. Overview of the AGARD SMP activities on turbine engine materials technology in the 1972 - 1982 period p. 105 N85-15738 AGARD Cooperative Test Progamme on trianium alloy engine disc material p. 108 N85-25399 TURBISTAN A standard load sequence for aircraft engine discs p. 110 N86-25380 Contribution of turbine blade service failures to a damage tolerance approach p. 110 N86-25382 MOMACO, W. A. Visual capabilities related to fighter aircrew performance in the F-14 and adversary aircraft p. 227 N86-30320 MOMEY, K. E. An unusual toxicological property of alcohol. The density effect on the organ of balance p. 214 N84-33016 Prefflight and positifight motion sickness testing of the Spacelab 1 crew p. 216 N85-20652 Space motion sickness monitoring experiment. Spaceleb 1.	polymer matrix composite p 137 N83-30492 MORLET, J. Vacuum recycling effect on minor elements in superalloys p 151 N84-33481 MORRALL, J. C. Fuel conservation and economy constraints p 86 N83-22179 MORRIS, A. Vision test battery threshold and response time as predictors of air-to-air visual target acquisition in F-14 and adversary aircraft p 227 N86-30321 MORRIS, A. J. Large scale computing in aeronautical design p 91 N85-10043 MORRIS, D. L. Active control landing gear for ground toad alleviation p 127 N85-27902 MORRIS, W. D. Local and mean heat transfer on the leading and trailing surfaces of a square sectioned duct rotating in the orthogonal-mode p 111 N86-29826 MORRISON, J. I. A review of ARA research into propeller aerodynamic prediction methods MORY, M. Waves on vortex cores and their relation to vortex	Numerical simulation of vortex breakdown by the vortex-illament method p 79 N84-12126 NATENBRUK, P. Control aspects as elaborated in space rendezvous simulations p 139 N84-24616 NAVIERE, M. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p 103 N84-16206 NAZMY, M. Y. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p 103 N84-16206 NAZMY, M. Y. Experimental and theoretical bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 NEALY, D. A. Alternate cooling configurations for gas turbine combustion systems p 114 N86-29845 NEPELL, W. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067 NEESEN, J. Modelling on interference due to ducting at frequencies above 1 GHz p 162 N83-30888 The impact of propagation effects on the design of high capacity digital microwave links in the 18 GHz frequency land NEFF, J. A. Electro-optic techniques for VLSI interconnect
IAD-A138964] p. 81 N84-2049 Prediction of resonance frequencies for ventilated wall wind tunnels p. 34 N84-23580 MOMM, A. J. A. Overview of the AGARD SMP activities on turbine engine materials technology in the 1972 - 1982 period p. 105 N85-15738 AGARD Cooperative Test Progamme on transium alloy engine disc material p. 108 N86-25369 TURBISTAN A standard load sequence for aircraft engine discs p. 110 N86-25380 Contribution of turbine blade service failures to a damage tolerance approach p. 110 N86-25382 MOMACO, W. A. Visual capabilities related to fighter aircrew performance in the F-14 and adversary aircraft p. 227 N86-30320 MOMEY, K. E. An unusual toxicological property of alcohol. The density effect on the organ of balance p. 214 N84-3016 Preflight and postflight motion sickness testing of the Spacelab 1 crew p. 216 N85-20552 Space motion sickness monitoring experiment Spacelab 1 crew p. 216 N85-20552 Space motion sickness monitoring experiment Spacelab 1 crew p. 216 N85-20552 Spacelab 1 crew p. 216 N85-20553 Spacelab 1 crew p. 2	polymer matrix composite p 137 N83-30492 MORLET, J. Vacuum recycling effect on minor elements in superalloys MORRALL, J. C. Fuel conservation and economy constraints p 86 N83-22179 MORRIS, A. Vision test battery threshold and response time as predictors of air-to-air visual target acquisition in F-14 and adversary aircraft p 227 N86-30321 MORRIS, A. J. Large scale computing in aeronautical design p 91 N85-10043 MORRIS, D. L. Active control landing gear for ground load alleviation p 127 N85-27902 MORRIS, W. D. Local and mean heat transfer on the leading and trailing surfaces of a square sectioned duct rotating in the orthogonal-mode p 111 N86-29826 MORRISON, J. 1. A review of ARIA research into propeller aerodynamic prediction methods p 71 N86-11151 MORY, M.	Numerical simulation of vortex breakdown by the vortex-illament method p79 N84-12126 NATENBRUK, P. Control aspects as elaborated in space rendezvous simulations p139 N84-24616 NAVIERE, H. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p103 N84-16206 NAZMY, M. Y. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p103 N84-16206 NAZMY, M. Y. Experimentes with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 NEALY, D. A. Alternate cooling configurations for gas turbine combustion systems p114 N86-19845 NEDELL, W. Design, development and flight test of a demonstration advanced avionics system p 152 N83-30888 The impact of propagation effects on the design of high capacity digital microwave links in the 18 GHz frequency band p 174 N86-19278 NEFF, J. A. Electro-optic techniques for VLSI interconnect p 239 N85-29774 NEMME, A.
IAD-A1389641 p. 81 N84-2049 Prediction of resonance frequencies for ventilated wall wind tunnels p. 34 N84-23580 MOMI, A. J. A. Overview of the AGARD SMP activities on turbine engine materials technology in the 1972 - 1982 period p. 105 N85-15738 AGARD Cooperative Test Progamme on trianium alloy engine disc material p. 108 N85-25399 TURBISTAN A standard load sequence for aircraft engine discs p. 110 N86-25380 Contribution of turbine blade service failures to a demage tolerance approach p. 110 N86-25382 MOMACO, W. A. Visual capabilities related to fighter aircrew performance in the F-14 and adversary aircraft p. 227 N86-30320 MOMEY, K. E. An unusual toxicological property of alcohol. The density effect on the organ of balance p. 214 N84-33016 Prefflight and positifight motion sickness testing of the Spacials 1 crew p. 216 N85-20652 Space motion sickness monitoring experiment. Spaceteb 1 crew p. 216 N85-20654 Spatial onentation in weightlessness and readeptation to Earth's gravity p. 219 N85-31811 MONGIA, H. C. Alternate cooling configurations for qas turbine combushon systems p. 114 N86-29845 MOMEL, A. Functional built-in-test in a pipelined image processor	polymer matrix composite p 137 N83-30492 MORLET, J. Vacuum recycling effect on minor elements in superalloys p 151 N84-33481 MORRALL, J. C. Fuel conservation and economy constraints p 86 N83-22179 MORRIS, A. Vision test battery threshold and response time as predictors of air-to-air visual target acquisition in F-14 and adversary aircraft p 227 N86-30321 MORRIS, A. J. Large scale computing in aeronautical design p 91 N85-10043 MORRIS, D. L. Active control landing gear for ground load alleviation p 127 N85-27902 MORRIS, W. D. Local and mean heat transfer on the leading and trailing surfaces of a square sectioned duct rotating in the orthogonal-mode p 111 N86-29826 MORRISON, J. I. A review of ARA research into propeller aerodynamic prediction methods p 71 N86-11151 MORY, M. Waves on vortex cores and their relation to vortex breakdown p 80 N84-12128 MOSE, K. Cost efficient on board power for artine operation	Numerical simulation of vortex breakdown by the vortex-filament method p 79 N84-12126 NATENBRUK, P. Control aspects as elaborated in space rendezvous simulations p 139 N84-24616 NAVIERE, H. Experimental and theoretical studies of panetal viscous boundanes in a single stage transonic compressor p 103 N84-16206 NAZMY, M. Y. Experiences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 NEALY, D. A. Alternate cooling configurations for gas turbine combustion systems p 114 N86-29845 NEDELL, W. Design development and flight test of a demonstration advanced avonics system p 27 N84-15067 NEESEN, J. Modelling on interference due to ducting at frequencies above 1 GHz p 162 N83-30888 The impact of propagation effects on the design of high capacity digital microwave links in the 18 GHz frequency band p 174 N85-19278 NEFF, J. A. Electro-optic techniques for VLSI interconnect p 239 N85-29774 NEHME, A. Optimisation des systems of transmission numerique
IAD-A138964] p. 81 N84-2049 Prediction of resonance frequencies for ventilated wall wind tunnels p. 34 N84-23580 MOMM, A. J. A. Overview of the AGARD SMP activities on turbine engine materials technology in the 1972 - 1982 period p. 105 N85-15738 AGARD Cooperative Test Progamme on transium alloy engine disc material p. 108 N86-25369 TURBISTAN A standard load sequence for aircraft engine discs p. 110 N86-25380 Contribution of turbine blade service failures to a damage tolerance approach p. 110 N86-25382 MOMACO, W. A. Visual capabilities related to fighter aircrew performance in the F-14 and adversary aircraft p. 227 N86-30320 MOMEY, K. E. An unusual toxicological property of alcohol. The density effect on the organ of balance p. 214 N84-3016 Preflight and postflight motion sickness testing of the Spacelab 1 crew p. 216 N85-20552 Space motion sickness monitoring experiment Spacelab 1 crew p. 216 N85-20552 Space motion sickness monitoring experiment Spacelab 1 crew p. 216 N85-20552 Spacelab 1 crew p. 216 N85-20553 Spacelab 1 crew p. 2	polymer matrix composite p 137 N83-30492 MORLET, J. Vacuum recycling effect on minor elements in superalloys p 151 N84-33481 MORRALL J. C. Fuel conservation and economy constraints p 86 N83-22179 MORRIS, A. Vision test battery threshold and response time as predictors of ar-to-air visual target acquisition in F-14 and adversary aircraft p 227 N86-30321 MORRIS, A. J. Large scale computing in aeronautical design p 91 N85-10043 MORRIS, D. L. Active control landing gear for ground load alleviation p 127 N85-27902 MORRIS, W. D. Local and mean heat transfer on the leading and trailing surfaces of a square sectioned duct rotating in the orthogonal-mode p 111 N86-29826 MORRISON, J. 1. A review of ARA research into propelter aerodynamic prediction methods p 57 N86-11151 MORY, M. Waves on vortex cores and their relation to vortex breakdown p 80 N84-12128 MOSE, K. Cost efficient on board power for arring operation p 99 N84-12180	Numerical simulation of vortex breakdown by the vortex-illament method p79 N84-12126 NATENBRUK, P. Control aspects as elaborated in space rendezvous simulations p139 N84-24616 NAVIERE, H. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p103 N84-16206 NAZMY, M. Y. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p103 N84-16206 NAZMY, M. Y. Experimentes with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 NEALY, D. A. Alternate cooling configurations for gas turbine combustion systems p114 N86-19845 NEDELL, W. Design, development and flight test of a demonstration advanced avionics system p 152 N83-30888 The impact of propagation effects on the design of high capacity digital microwave links in the 18 GHz frequency band p 174 N86-19278 NEFF, J. A. Electro-optic techniques for VLSI interconnect p 239 N85-29774 NEMME, A.
IAD-A138964] p. 81 N84-2049 Prediction of resonance frequencies for ventilitated wall wind tunnels p. 34 N84-23580 MOMI, A. J. A. Overview of the AGARD SMP activities on turbine engine materials technology in the 1972 - 1982 period p. 105 N85-15738 AGARD Cooperative Test Progamme on titanium alloy engine disc material p. 108 N86-25389 TURBISTAN A standard load sequence for aircraft engine discs p. 110 N86-25380 Contribution of turbine blade service failures to a damage tolerance approach MONACO, W. A. Visual capabilities related to highter aircrew performance in the F-14 and adversary aircraft p. 227 N86-30320 MONEY, K. E. An unusual toxicological property of alcohol. The density effect on the organ of balance p. 214 N84-39016 Preflight and posifilight motion sickness testing of the Spaceleb 1 crew p. 216 N85-20554 Space motion sickness monitoring experiment Spaceleb 1. Spaceleb 1 p. 216 N85-20554 Spatial onentation in weightlessness and readaptation to Earth's gravity. MONNEY, K. E. Alternate cooling configurations for gas turbine combustion systems p. 114 N86-29845 MONNEEL, A. Functional built-in-test in a pipelined image processor p. 48 N85-16740 MONNEET, P. Unsteady viscous flow of an incompressable fluid around	polymer matrix composite p 137 N83-30492 MORLET, J. Vacuum recycling effect on minor elements in superalloys p 151 N84-33481 MORRALL, J. C. Fuel conservation and economy constraints p 86 N83-22179 MORRIS, A. Vision test battery threshold and response time as predictors of air-to-air visual target acquisition in F-14 and adversary aircraft p 227 N86-30321 MORRIS, A. J. Large scale computing in aeronautical design p 91 N85-10043 MORRIS, D. L. Active control landing gear for ground load alleviation p 127 N85-27902 MORRIS, W. D. Local and mean heat transfer on the leading and trailing surfaces of a square sectioned duct rotating in the orthogonal-mode p 111 N86-29826 MORRISON, J. I. A review of ARA research into propeller aerodynamic prediction methods p 71 N86-11151 MORY, M. Waves on vortex cores and their relation to vortex breakdown p 80 N84-12128 MOSE, K. Cost efficient on board power for artine operation	Numerical simulation of vortex breakdown by the vortex-illament method p 79 N84-12126 NATENBRUK, P. Control aspects as elaborated in space rendezvous simulations p 139 N84-24616 NAVIERE, M. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p 103 N84-16206 NAZMY, M. Y. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p 103 N84-16206 NAZMY, M. Y. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p 10 N84-16206 NAZMY, M. Y. Experimental bevaviour and high temperature low cycle fatigue life prediction of the liN 738 blading alloy p 106 N85-15746 NEALY, O. A. Alternate cooling configurations for gas turbine combustion systems p 114 N85-29845 NEDELL, W. Design. development and flight test of a demonstration advanced avionics system p 27 N84-15067 NEESEN, J. Modelling on interference due to ducting at frequencies above 1 GHz p 162 N83-30888 The impact of propagation effects on the design of high capacity digital microwave links in the 18 GHz frequency band p 174 N85-19278 NEFF, J. A. Electro-optic techniques for VLSI interconnect p 239 N85-29774 NEHME, A. Optimisation des systems of transmission numenque transauroraux en ondes decametriques optimization of HF digital radio systems at high latitudes
IAD-A138964] p. 81 N84-2049 Prediction of resonance frequencies for ventilated wall wind tunnels p. 34 N84-23580 MOMI, A. J. A. Overview of the AGARD SMP activities on turbine engine materials technology in the 1972 - 1982 period p. 105 N85-15738 AGARD Cooperative Test Progamme on titanium alloy engine disc material p. 108 N85-25399 TURBISTAN A standard load sequence for aircraft engine discs p. 110 N86-25380 Contribution of turbine blade service failures to a damage tolerance approach p. 110 N86-25382 MOMACO, W. A. Visual capabilities related to fighter aircrew performance in the F-14 and adversary aircraft p. 227 N86-30320 MOMEY, K. E. An unusual toxicological property of alcohol. The density effect on the organ of balance p. 214 N84-3016 Preflight and postflight motion sickness testing of the Spacelab 1 crew p. 216 N85-20652 Space motion sickness monitoring superiment Spacelab 1 p. 216 N85-20654 Spatial orientation in weightlessness and readaptation to Earth's gravity MOMICIA, M. C. Atternate cooking configurations for gas turbine combustion systems MOMMET, P. Unsteady viscous flow of an incompressable fluid around a profile A comparison of theory and practice	polymer matrix composite p 137 N83-30492 MORLET, J. Vacuum recycling effect on minor elements in superalloys p 151 N83-33481 MORRALL, J. C. Fuel conservation and economy constraints p 86 N83-22179 MORRIS, A. Vision test battery threshold and response time as predictors of art-to-air visual target acquisition in F-14 and adversary aircraft p 227 N86-30321 MORRIS, A. J. Large scale computing in aeronauhcal design p 91 N85-10043 MORRIS, D. L. Active control landing gear for ground load alleviation p 127 N85-27902 MORRIS, W. D. Local and mean heat transfer on the leading and training surfaces of a square sectioned duct rotating in the crithogonal-mode p 111 N86-29826 MORRISON, J. 1. A review of ARA research into propeller aerodynamic prediction methods p 71 N86-11151 MORY, M. Waves on vortex cores and their relation to vortex breakdown p 80 N84-12180 MOSELEY, E. C. Prediction of the space adaptation syndrome p 215 N85-20846	Numerical simulation of vortex breakdown by the vortex-illament method p79 N84-12126 NATENBRUK, P. Control aspects as elaborated in space rendezvous simulations p139 N84-24616 NAVIERE, H. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p103 N84-16206 NAZMY, M. Y. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p103 N84-16206 NAZMY, M. Y. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p103 N84-16206 NAZMY, M. Y. Experimental and theoretical studies of panetal viscous boundaries with the material bevaviour and high temperature low cycle fatigue life prediction of the liN 738 blading alloy p106 N85-15746 NEALY, D. A. Alternate cooling configurations for gas turbine combustion systems p114 N86-19284 NEDELL, W. Design, development and flight test of a demonstration advanced avionics system p27 N84-15067 NEESEN, J. Modelling on interference due to ducting at frequencies above 1 GHz p152 N83-30888 The impact of propagation effects on the design of high capacity digital microwave links in the 18 GHz frequency land p174 N85-19278 NEFF, J. A. Electro-optic techniques for VLSI interconnect p239 N85-29774 NEMME, A. Optimisation des systems of transmission numenque transaucoraux en ondes decametriques optimization of H F digital radio systems at high latitudes p183 N86-27547 NELMS, W. P.
IAD-A138964] p. 81 N84-2049 Prediction of resonance frequencies for ventiliated wall wind tunnels p. 34 N84-23580 MOMI, A. J. A. Overview of the AGARD SMP activities on turbine engine materials technology in the 1972 - 1982 period p. 105 N85-15738 AGARD Cooperative Test Progamme on titanium alloy engine disc material p. 108 N86-25369 TURBISTAN A standard load sequence for aircraft engine discs p. 110 N86-25380 Contribution of turbine blade service failures to a damage tolerance approach MOMACO, W. A. Visual capabilities related to fighter aircrew performance in the F-14 and adversary aircraft p. 227 N86-30320 MOMACO, W. A. An unusual toxicological property of sloohol. The density effect on the organ of balance p. 214 N84-33016 Preflight and postflight motion sickness testing of the Spacelab 1 crew p. 216 N85-20652 Space motion sickness monitoring experiment Spacelab 1 crew p. 216 N85-20652 Spacelab 1 crew p. 216 N85-20652 Spacelab 1 crew p. 219 N85-31811 MOMACI, A. C. Alternate cooling configurations for gas turbine combustion systems p. 114 N86-29845 MOMMET, P. Unsteady viscous flow of an incompressible fluid around a profile A companison of theory and practice. P. 143 N86-27227 MOMNOE, D.	polymer matrix composite p 137 N83-30492 MORLET, J. Vacuum recycling effect on minor elements in superalloys p 151 N84-33481 MORRALL, J. C. Fuel conservation and economy constraints p 86 N83-22179 MORRIS, A. Vision test battery threshold and response time as predictors of articlear visual target acquisition in F-14 and adversary aircraft p 227 N86-30321 MORRIS, A. J. Large scale computing in aeronautical design p 91 N85-10043 MORRIS, D. L. Active control landing gear for ground toad alleviation p 127 N85-27902 MORRIS, W. D. Local and mean heat transfer on the leading and trailing surfaces of a square sectioned duct rotating in the orthogonal-mode p 111 N86-29826 MORRISON, J. I. A review of ARA research into propeller aerodynamic prediction methods p 71 N86-11151 MORY, M. Waves on vortex cores and their relation to vortex breakdown p 80 N84-12180 MOSE, K. Cost efficient on board power for arline operation p 99 N84-12180 MOSELEY, E. C. Prediction of the space adaptation syndrome p 215 N85-20646 MOSES, R. L.	Numerical simulation of vortex breakdown by the vortex-illament method p 79 N84-12126 NATENBRUK, P. Control aspects as elaborated in space rendezvous simulations p 139 N84-24616 NAVIERE, M. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p 103 N84-16206 NAZMY, M. Y. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p 103 N84-16206 NAZMY, M. Y. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p 10 N84-16206 NAZMY, M. Y. Experimental bevaviour and high temperature low cycle fatigue life prediction of the liN 738 blading alloy p 106 N85-15746 NEALY, O. A. Alternate cooling configurations for gas turbine combustion systems p 114 N85-29845 NEDELL, W. Design. development and flight test of a demonstration advanced avionics system p 27 N84-15067 NEESEN, J. Modelling on interference due to ducting at frequencies above 1 GHz p 162 N83-30888 The impact of propagation effects on the design of high capacity digital microwave links in the 18 GHz frequency band p 174 N85-19278 NEFF, J. A. Electro-optic techniques for VLSI interconnect p 239 N85-29774 NEHME, A. Optimisation des systems of transmission numenque transauroraux en ondes decametriques optimization of HF digital radio systems at high latitudes
IAD-A138964] p. 81 N84-2049 Prediction of resonance frequencies for ventilated wall wind turnels p. 34 N84-23580 MOMI, A. J. A. Overview of the AGARD SMP activities on turbine engine materials technology in the 1972 - 1982 period p. 105 N85-15738 AGARD Cooperative Test Progamme on transium alloy engine disc material p. 108 N85-25369 TURBISTAN A standard load sequence for aircraft engine discs p. 110 N86-25380 Contribution of turbine blade service failures to a damage tolerance approach p. 110 N86-25382 MONACO, W. A. Visual capabilities related to fighter aircrew performance in the F-14 and adversary aircraft p. 227 N86-30320 MONEY, K. E. An unusual foxicological property of alcohol. The density effect on the organ of balance p. 214 N84-33016 Preflight and postflight motion sickness testing of the Spacelab 1 crew p. 216 N85-20652 Space motion sickness monitoring experiment Spacelab 1 p. 216 N85-20654 Spacelab 1 crew p. 216 N85-20654 Spacelab 1 gravity p. 219 N85-31811 MONINGIA, H. C. Alternate cooling configurations for gas turbine combustion systems p. 114 N86-29845 MONINET, P. Unsteady viscous flow of an incompressible fluid around a profile A compansion of theory and practice p. 143 N86-27227 MONINGE, D. Computer visual simulation of contrast sensitivity deficits	polymer matrix composite p 137 N83-30492 MORLET, J. Vacuum recycling effect on minor elements in superalloys p 151 N83-33481 MORRALL, J. C. Fuel conservation and economy constraints p 86 N83-22179 MORRIS, A. Vision test battery threshold and response time as predictors of art-to-air visual target acquisition in F-14 and adversary aircraft p 227 N86-30321 MORRIS, A. J. Large scale computing in aeronauhcal design p 91 N85-10043 MORRIS, D. L. Active control landing gear for ground load alleviation p 127 N85-27902 MORRIS, W. D. Local and mean heat transfer on the leading and training surfaces of a square sectioned duct rotating in the crithogonal-mode p 111 N86-29826 MORRISON, J. 1. A review of ARA research into propeller aerodynamic prediction methods p 71 N86-11151 MORY, M. Waves on vortex cores and their relation to vortex breakdown p 80 N84-12180 MOSELEY, E. C. Prediction of the space adaptation syndrome p 215 N85-20846	Numerical simulation of vortex breakdown by the vortex-illament method p 79 N84-12126 NATENBRUK, P. Control aspects as elaborated in space rendezvous simulations p 139 N84-24616 NAVIERE, H. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p 103 N84-16206 NAZMY, M. Y. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p 103 N84-16206 NAZMY, M. Y. Experimental and theoretical studies of panetal viscous p 104 N85-15746 NAZMY, M. A. Experimental expectation of the IN 738 blading alloy p 106 N85-15746 NEALY, to A. Alternate cooling configurations for gas turbine combustion systems p 114 N86-29845 NEDELL, W. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067 NEESEN, J. Modelling on interference due to ducting at frequencies above 1 GHz p 162 N83-30888 The impact of propagation effects on the design of high capacity digital microwave links in the 18 GHz frequency band p 174 N85-19278 NEFF, J. A. Electro-optic techniques for VLSI interconnect p 239 N85-29774 NEHME, A. Optimisation des systems of transmission numenque transauroraux en ondes decametriques optimization of H F digital radio systems at high latitudes p 183 N86-27547 NELMS, W. P. VISTOL concepts in the United States Past, present, and future p 39 N86-28528 Assessment of serodynamic performance of VISTOL and convenience of VISTOL.
IAD-A138964] p. 81 N84-2049 Prediction of resonance frequencies for ventiliated wall wind tunnels p. 34 N84-23580 MOMI, A. J. A. Overview of the AGARD SMP activities on turbine engine materials technology in the 1972 - 1982 period p. 105 N85-15738 AGARD Cooperative Test Progamme on titanium alloy engine disc material p. 108 N86-25369 TURBISTAN A standard load sequence for aircraft engine discs p. 110 N86-25380 Contribution of turbine blade service failures to a damage tolerance approach MOMACO, W. A. Visual capabilities related to fighter aircrew performance in the F-14 and adversary aircraft p. 227 N86-30320 MOMACO, W. A. An unusual toxicological property of sloohol. The density effect on the organ of balance p. 214 N84-33016 Preflight and postflight motion sickness testing of the Spacelab 1 crew p. 216 N85-20652 Space motion sickness monitoring experiment Spacelab 1 crew p. 216 N85-20652 Spacelab 1 crew p. 216 N85-20652 Spacelab 1 crew p. 219 N85-31811 MOMACI, A. C. Alternate cooling configurations for gas turbine combustion systems p. 114 N86-29845 MOMMET, P. Unsteady viscous flow of an incompressible fluid around a profile A companison of theory and practice. P. 143 N86-27227 MOMNOE, D.	polymer matrix composite p 137 N83-30492 MORLET, J. Vacuum recycling effect on minor elements in superalloys p 151 N84-33481 MORRALL, J. C. Fuel conservation and economy constraints p 86 N83-22179 MORRIS, A. Vision test battery threshold and response time as predictors of air-to-air visual target acquisition in F-14 and adversary aircraft p 227 N86-30321 MORRIS, A. J. Large scale computing in aeronautical design p 91 N85-10043 MORRIS, D. L. Active control landing gear for ground load alleviation p 127 N85-27902 MORRIS, W. D. Local and mean heat transfer on the leading and trailing surfaces of a square sectioned duct rotating in the orthogonal-mode p 111 N86-29826 MORRISON, J. I. A review of ARA research into propeller aerodynamic prediction methods p 71 N86-11151 MORY, M. Waves on vortex cores and their relation to vortex breakdown p 90 N84-12180 MOSE, K. Cost efficient on board power for artine operation p 99 N84-12180 MOSELEY, E. C. Prediction of the space adaptation syndrome p 215 N85-20846 MOSES, R. L. Time and space domain filtering for improved HF communication p 177 N85-19298	Numerical simulation of vortex breakdown by the vortex-illament method p 79 N84-12126 NATENBRUK, P. Control aspects as elaborated in space rendezvous simulations p 139 N84-24616 NAVIERE, H. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p 103 N84-16206 NAZMY, M. Y. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p 103 N84-16206 NAZMY, M. Y. Experimental studies of panetal viscous boundaries with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 NEALY O. A. Alternate cooling configurations for gas turbine combustion systems p 114 N85-29845 NEDELL, W. Design, development and flight test of a demonstration advanced davorics system p 27 N84-15067 NEESEN, J. Modelling on interference due to ducting at frequencies above 1 GHz The impact of propagation effects on the design of high capacity digital microwave links in the 18 GHz frequency band p 174 N85-19278 NEFF, J. A. Electro-optic techniques for VLSI interconnect p 239 N85-29774 NEHME, A. Optimisation des systems of transmission numenique transauroraux en ondes decametriques optimization of H digital radio systems at high latitudes p 183 N86-27547 NELMS, W. P. V/STOL concepts in the United States Past, present, and future p 39 N84-25628 Assessment of aerodynamic performance of V/STOL and STOVL fighter aircraft p 40 N84-25636
IAD-A138964] p. 81 N84-2049 Prediction of resonance frequencies for ventilitated wall wind tunnels p. 34 N84-23580 MOMI, A. J. A. Overview of the AGARD SMP activities on turbine engine materials technology in the 1972 - 1982 period p. 105 N85-15738 AGARD Cooperative Test Progamme on trianium alloy engine disc material p. 108 N86-25390 TURBISTAN A standard load sequence for aircraft engine discs p. 110 N86-25380 Contribution of turbine blade service failures to a damage tolerance approach MONACO, W. A. Visual capabilities related to highter aircrew performance in the F-14 and adversary aircraft p. 227 N86-30320 MONEY, K. E. An unusual toxicological property of alcohol. The density effect on the organ of balance p. 214 N84-39016 Preflight and posifilight motion sickness testing of the Spacelab 1 crew p. 216 N85-20654 Space motion sickness monitoring experiment Spacelab 1. Spacelab 1 p. 216 N85-20654 Space in the colonic configurations for gas turbine combustion systems p. 114 N86-29845 MONNEEL, A. Functional built-in-test in a pipelined image processor p. 48 N85-16740 MONNEEL, A. Functional built-in-test in a pipelined image processor p. 48 N85-16740 MONNEEL, A. Functional built-in-test in a pipelined image processor p. 48 N85-16740 MONNEEL, A. Functional simulation of contrast sensitivity deficits induced by laser and chemical antibote exposure p. 223 N86-28813	polymer matrix composite p 137 N83-30492 MORLET, J. Vacuum recycling effect on minor elements in superalloys p 151 N84-33481 MORRALL, J. C. Fuel conservation and economy constraints p 86 N83-22179 MORRIS, A. Vision test battery threshold and response time as predictors of art-to-air visual target acquisition in F-14 and adversary aircraft p 227 N86-30321 MORRIS, A. J. Large scale computing in aeronautical design p 91 N85-10043 MORRIS, D. L. Active control landing gear for ground load alleviation p 127 N85-27902 MORRIS, W. D. Local and mean heat transfer on the leading and trailing surfaces of a square sectioned duct rotating in the critiogonal-mode p 111 N86-29826 MORRISON, J. I. A review of ARA research into propeller aerodynamic prediction methods p 71 N86-11151 MORY, M. Waves on vortex cores and their relation to vortex breakdown p 80 N84-12128 MOSE, K. Cost efficient on board power for arkine operation p 99 N84-12180 MOSELEY, E. C. Prediction of the space adaptation syndrome p 215 N85-20846 MOSES, R. L. Time and space domain filtering for improved HF communication p 177 N85-19298 MOSE, G. F. The use of free-flight models for the prediction of	Numerical simulation of vortex breakdown by the vortex-illament method p 79 N84-12126 NATENBRUK, P. Control aspects as elaborated in space rendezvous simulations p 139 N84-24616 NAVIERE, H. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p 103 N84-16206 NAZMY, M. Y. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p 103 N84-16206 NAZMY, M. Y. Experimental and theoretical studies of panetal viscous p 104 N85-15746 NAZMY, M. A. Experimental expectation of the IN 738 blading alloy p 106 N85-15746 NEALY, to A. Alternate cooling configurations for gas turbine combustion systems p 114 N86-29845 NEDELL, W. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067 NEESEN, J. Modelling on interference due to ducting at frequencies above 1 GHz p 162 N83-30888 The impact of propagation effects on the design of high capacity digital microwave links in the 18 GHz frequency band p 174 N85-19278 NEFF, J. A. Electro-optic techniques for VLSI interconnect p 239 N85-29774 NEHME, A. Optimisation des systems of transmission numenque transauroraux en ondes decametriques optimization of H F digital radio systems at high latitudes p 183 N86-27547 NELMS, W. P. VISTOL concepts in the United States Past, present, and future p 39 N86-28528 Assessment of serodynamic performance of VISTOL and convenience of VISTOL.
IAD-A138964] p. 81 N84-2049 Prediction of resonance frequencies for ventiliated wall wind tunnels p. 34 N84-23580 MOMI, A. J. A. Overview of the AGARD SMP activities on turbine engine materials technology in the 1972 - 1982 period p. 105 N85-15738 AGARD Cooperative Test Progamme on titanium alloy engine disc material p. 108 N86-25369 TURBISTAN A standard load sequence for aircraft engine discs p. 110 N86-25380 Contribution of turbine blade service failures to a damage tolerance approach MOMACO, W. A. Visual capabilities related to fighter aircrew performance in the F-14 and adversary aircraft p. 227 N86-30320 MOMACO, W. A. An unusual toxicological property of sloohol. The density effect on the organ of balance p. 214 N84-33016 Preflight and posiflight motion sickness testing of the Spacelab 1 crew p. 216 N85-20652 Space motion sickness monitoring experiment Spacelab 1 crew p. 216 N85-20652 Spacelab 1 p. 216 N85-20652 Spacelab 1 p. 216 N85-20654 Spatial orientation in weightlessness and readaptation to Earth's gravity MOMGIA, H. C. Alternate cooling configurations for gas turbine combustion systems p. 114 N86-29845 MOMMET, P. Unsteady viscous flow of an incompressible fluid around a profile A companison of theory and practice p. 143 N86-27227 MOMMICE, D. Computer visual simulation of contrast sensitivity delicits induced by laser and chemical antidote exposure p. 223 N86-26813 MOMESN, P. Modern HF communications, modulation and coding	polymer matrix composite p 137 N83-30492 MORLET, J. Vacuum recycling effect on minor elements in superalloys p 151 N84-33481 MORRALL J. C. Fuel conservation and economy constraints p 86 N83-22179 MORRIS, A. Vision test battery threshold and response time as predictors of art-to-air visual target acquisition in F-14 and adversary aircraft p 227 N86-30321 MORRIS, A. J. Large scale computing in aeronautical design p 91 N85-10043 MORRIS, D. L. Active control landing gear for ground toad alleviation p 127 N85-27902 MORRIS, W. D. Local and mean heat transfer on the leading and trailing surfaces of a square sectioned duct rotating in the orthogonal-mode p 111 N86-29826 MORRISON, J. I. A review of ARA research into propeller aerodynamic prediction methods p 71 N86-11151 MORY, M. Waves on vortex cores and their relation to vortex breakdown p 80 N84-12180 MOSE, K. Cost efficient on board power for arrine operation p 99 N84-12180 MOSELEY, E. C. Prediction of the space adaptation syndrome p 215 N85-20646 MOSES, R. L. Time and space domain filtering for improved HF communication p 17 N85-19298 MOSE, G. F. The use of free-flight models for the prediction of departure control p 10 N83-30388	Numerical simulation of vortex breakdown by the vortex islament method p 79 N84-12126 NATENBRUK, P. Control aspects as elaborated in space rendezvous simulations p 139 N84-24616 NAVIERE, H. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p 103 N84-16206 NAZMY, M. Y. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p 103 N84-16206 NAZMY, M. Y. Experimental single stage transonic compressor p 103 N84-16206 NAZMY, M. Y. Experimental expected the prediction of the IN 738 blading alloy p 106 N85-15746 NEALY, D. A. Atternate cooling configurations for gas turbine combustion systems p 114 N85-19845 NEDELL, W. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067 NEESEN, J. Modelling on interference due to ducting at frequencies above 1 GHz p 162 N83-30888 The impact of propagation effects on the design of high capacity digital microwave links in the 18 GHz frequency band p 174 N85-19278 NEFF, J. A. Electro-optic techniques for VLSI interconnect p 239 N85-29774 NEMME, A. Optimisation des systems of transmission numenque transauroraux en ondes decametriques optimization of HF digital radio systems at high latitudes p 183 N86-27547 NELMS, W. P. V/STOL concepts in the United States Past, present, and future p 39 N84-25636 NELSON, D. M. A self-contained captive trajectory system for ablowdown wind turnel p 36 N84-25563
IAD-A138964] p. 81 N84-2049 Prediction of resonance frequencies for ventilitated wall wind tunnels p. 34 N84-23580 MOMI, A. J. A. Overview of the AGARD SMP activities on turbine engine materials technology in the 1972 - 1982 period p. 105 N85-15738 AGARD Cooperative Test Progamme on trianium alloy engine disc material p. 108 N86-25390 TURBISTAN A standard load sequence for aircraft engine discs p. 110 N86-25380 Contribution of turbine blade service failures to a damage tolerance approach MONACO, W. A. Visual capabilities related to highter aircrew performance in the F-14 and adversary aircraft p. 227 N86-30320 MONEY, K. E. An unusual toxicological property of alcohol. The density effect on the organ of balance p. 214 N84-39016 Preflight and posifilight motion sickness testing of the Spacelab 1 crew p. 216 N85-20654 Space motion sickness monitoring experiment Spacelab 1. Spacelab 1 p. 216 N85-20654 Space in the colonic configurations for gas turbine combustion systems p. 114 N86-29845 MONNEEL, A. Functional built-in-test in a pipelined image processor p. 48 N85-16740 MONNEEL, A. Functional built-in-test in a pipelined image processor p. 48 N85-16740 MONNEEL, A. Functional built-in-test in a pipelined image processor p. 48 N85-16740 MONNEEL, A. Functional simulation of contrast sensitivity deficits induced by laser and chemical antibote exposure p. 223 N86-28813	polymer matrix composite p 137 N83-30492 MORLET, J. Vacuum recycling effect on minor elements in superalloys p 151 N84-33481 MORRALL J. C. Fuel conservation and economy constraints p 86 N83-22179 MORRIS, A. Vision test battery threshold and response time as predictors of art-to-air visual target acquisition in F-14 and adversary aircraft p 227 N86-30321 MORRIS, A. J. Large scale computing in aeronauhoal design p 91 N85-10043 MORRIS, D. L. Active control landing gear for ground load alleviation p 127 N85-27902 MORRIS, W. D. Local and mean heat transfer on the leading and training surfaces of a square sectioned duct rotating in the orthogonal-mode p 111 N86-29826 MORRISON, J. 1. A review of ARA research into propeller aerodynamic prediction methods p 71 N86-11151 MORY, M. Waves on vortex cores and their relation to vortex breakdown p 80 N84-12186 MOSE, K. Cost efficient on board power for airline operation p 99 N84-12180 MOSELEY, E. C. Prediction of the space adaptation syndrome p 215 N85-20846 MOSES, R. L. Time and space domain filtering for improved HF communication p 177 N85-19298 MOSE, G. F. The use of free-flight models for the prediction of departure control.	Numerical simulation of vortex breakdown by the vortex-filament method p79 N84-12126 NATENBRUK, P. Control aspects as elaborated in space rendezvous simulations p139 N84-24618 NAVIERE, H. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p103 N84-16206 NAZMY, M. Y. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p103 N84-16206 NAZMY, M. Y. Experiences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p106 N85-15746 NEALY, to A. Alternate cooling configurations for gas turbine combustion systems p114 N86-29845 NEPELL, W. Design, development and flight test of a demonstration advanced awonics system p27 N84-15067 NEESEN J. Modelling on interference due to ducting at frequencies above 1 GHz p162 N83-30888 The impact of propagation effects on the design of high capacity digital microwave links in the 18 GHz frequency band p174 N85-19278 NEFF, J. A. Electro-optic techniques for VLSI interconnect p239 N85-29774 NEHME, A. Optimisation des systems of transmission numerique transauroraux en ondes decametriques optimization of H F digital radio systems at high latitudes P183 N86-27547 NELMS, W. P. V/STOL concepts in the United States Past, present, and future p39 N86-27547 NELSSN, W. P. V/STOL concepts in the United States Past, present, and future p39 N86-27547 NELSSN, D. M. A self-contained captive trajectory system to a blowdown wind turnel p36 N84-23596 NEUSAUER, H.
IAD-A138964] p. 81 N84-2049 Prediction of resonance frequencies for ventilated wall wind turnels p.34 N84-23580 MOMI, A. J. A. Overview of the AGARD SMP activities on turbine engine materials technology in the 1972 - 1982 period p. 105 N85-15738 AGARD Cooperative Test Progamme on transium alloy engine disc material p. 108 N85-15738 AGARD Cooperative Test Progamme on transium alloy engine disc material p. 108 N86-25369 TURBISTAN A standard load sequence for aircraft engine discs p. 110 N86-25382 Contribution of turbine blade service failures to a damage toterance approach p. 110 N86-25382 MONACO, W. A. Visual capabilities related to fighter aircrew performance in the F-14 and adversary aircraft p. 227 N86-30320 MOMEY, K. E. An unusual toracological property of alcohol. The density effect on the organ of balance p. 214 N84-33016 Prefright and positilight motion sickness testing of the Spacelab 1 crew p. 216 N85-20652 Space motion sickness monitoring experiment Spacelab 1 crew p. 216 N85-20652 Space motion sickness and readaptation to Earth's gravity p. 219 N85-31811 MOMOIA, H. C. Alternate cooling configurations for gas turbine combustion systems p. 114 N86-29845 MONNET, P. Unsteady viscous flow of an incompressible fluid around a profile A companison of theory and practice p. 143 N86-27227 MONNEE, D. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p. 23 N88-26813 MONNEE, D. MONNEEN, P. Modern HF communications, modulation and coding p. 159 N83-30867 Adaptive signal processing for radio communications, p. 176 N85-30867	polymer matrix composite p 137 N83-30492 MORLET, J. Vacuum recycling effect on minor elements in superalloys p 151 N84-33481 MORRALL, J. C. Fuel conservation and economy constraints p 86 N83-22179 MORRIS, A. Vision test battery threshold and response time as predictors of air-to-air visual target acquisition in F-14 and adversary aircraft p 227 N86-30321 MORRIS, A. J. Large scale computing in aeronautical design p 91 N85-10043 MORRIS, D. L. Active control landing gear for ground toad alleviation p 127 N85-27902 MORRIS, W. D. Local and mean heat transfer on the leading and trailing surfaces of a square sectioned duct rotating in the orthogonal-mode p 111 N86-29826 MORRISON, J. I. A review of ARA research into propeller aerodynamic prediction methods p 71 N86-11151 MORY, M. Waves on vortex cores and their relation to vortex breakdown p 80 N84-12180 MOSELEY, E. C. Prediction of the space adaptation syndrome p 215 N85-19298 MOSES, R. L. Time and space domain filtering for improved HF communication p 190 N83-30388 MOULSLEY, T. J. A system to measure LOS atmospheric transmittance at 19 GHz	Numerical simulation of vortex breakdown by the vortex-illament method p79 N84-12126 NATENBRUK, P. Control aspects as elaborated in space rendezvous simulations p139 N84-24616 NAVIERE, M. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p130 N84-16206 NAZMY, M. Y. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p130 N84-16206 NAZMY, M. Y. Experiences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p106 N85-15746 NEALY, D. A. Alternate cooling configurations for gas turbine combustion systems p114 N86-29845 NEDELL, W. Design, development and flight test of a demonstration advanced avionics system p27 N84-15067 NEESEN, J. Modelling on interference due to ducting at frequencies above 1 GHz p162 N83-30888 The impact of propagation effects on the design of high capacity digital microwave links in the 18 GHz frequency band p174 N85-19278 NEFF, J. A. Electro-optic techniques for VLSI interconnect p239 N85-29774 NEFME, A. Optimisation des systems of transmission numenque transauroraux en ondes decametriques optimization of H 6 digital radio systems at high latitudes p39 N86-27547 NELMS, W. P. V/STOL concepts in the United States Past, present, and future p39 N84-25568 NELSON, D. M. A self-contained captive trajectory system for a blowdown wind tunnel p36 N84-25568 NEUBAUER, M. Or validation of mission-software by closed-loop testing in realitical past past present in a neutron p19 N84-25569 NEUBAUER, M. Or validation of mission-software by closed-loop testing in realitical p30 N86-27547
IAD-A138964] p. 81 N84-2049 Prediction of resonance frequencies for ventiliated wall wind tunnels p. 34 N84-23580 MOMI, A. J. A. Overview of the AGARD SMP activities on turbine engine materials technology in the 1972 - 1982 period p. 105 N85-15738 AGARD Cooperative Test Progamme on transium alloy engine disc material p. 108 N86-25369 TURBISTAN A standard load sequence for aircraft engine discs p. 110 N86-25380 Contribution of turbine blade service failures to a damage tolerance approach p. 110 N86-25382 MONACO, W. A. Visual capabilities related to fighter aircrew performance in the F-14 and adversary aircraft p. 227 N86-30320 MONACO, W. A. An unusual toxicological property of slicohol. The density effect on the organ of balance p. 214 N84-33016 Preflight and postflight motion sickness testing of the Spacelab 1 crew p. 216 N85-20652 Space motion sickness monitoring experiment Spacelab 1 p. 216 N85-20652 Space and the preflight motion sickness and readaptation to Earth's gravity BONGIA, H. C. Alternate cooling configurations for gas furbine combushon systems p. 114 N86-29845 MONINET, P. Unised of viscous flow of an incompressable fluid around a profile A companson of theory and practice p. 143 N86-2727 MONINCE, D. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p. 223 N86-26613 MONINCE, P. Modern HF communications, modulation and coding p. 159 N83-30867 Adaptive signal processing for radio communications.	polymer matrix composite p 137 N83-30492 MORLET, J. Vacuum recycling effect on minor elements in superalloys p 151 N84-33481 MORRALL J. C. Fuel conservation and economy constraints p 86 N83-22179 MORRIS, A. Vision test battery threshold and response time as predictors of art-to-air visual target acquisition in F-14 and adversary aircraft p 227 N86-30321 MORRIS, A. J. Large scale computing in aeronauhcal design p 91 N85-10043 MORRIS, D. L. Active control landing gear for ground load alleviation p 127 N85-27902 MORRIS, W. D. Local and mean heat transfer on the leading and training surfaces of a square sectioned duct rotating in the critiogonal-mode p 111 N86-29826 MORRISON, J. I. A review of ARA research into propeller aerodynamic prediction methods p 71 N86-11151 MORY, M. Waves on vortex cores and their relation to vortex breakdown p 80 N84-12128 MOSE, K. Cost efficient on board power for arrine operation p 99 N84-12180 MOSE, K. Time and space domain filtering for improved HF communication p 10 N83-30368 MOUSE, G. F. The use of free-flight models for the prediction of departure control p 10 N83-30368 MOUSE, C. T. J. A system to measure LOS atmospheric transmittance at 19 GHz MUELLER, T. J.	Numerical simulation of vortex breakdown by the vortex-illament method p 79 N84-12126 NATENBRUK, P. Control aspects as elaborated in space rendezvous simulations p 139 N84-24616 NAVIERE, H. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p 103 N84-16206 NAZMY, M. Y. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p 103 N84-16206 NAZMY, M. Y. Experimental studies of panetal viscous boundaries in a single stage transonic or processor p 103 N84-16206 NAZMY, M. Y. Experimental studies of panetal viscous boundaries with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 NEALY, O. A. Alternate cooling configurations for gas lutbine combustion systems p 114 N86-29845 NEDELL, W. Design, development and flight test of a demonstration advanced avionics system p 27 N84-15067 NEESEN, J. Modelling on interference due to ducting at frequencies above 1 GHz p 162 N83-30888 The impact of propagation effects on the design of high capacity digital microwave links in the 18 GHz frequency band p 174 N85-19278 NEFF, J. A. Electro-optic techniques for VLSI interconnect p 239 N85-29774 NEHME, A. Optimisation des systems of transmission numenque transauroraux en ondes decametriques optimization of H digital radio systems at high latitudes p 193 N86-27547 NELMS, W. P. V/STOL concepts in the United States Past, present, and future p 39 N84-25628 Assessment of aerodynamic performance of V/STOL and STOVL lighter aircraft p 40 N84-25636 NELBON, D. M. A self-contained captive trajectory system for a blowdown wind turnel p 36 N84-23596 NEUBAUER, M. F.
IAD-A138964] p. 81 N84-2049 Prediction of resonance frequencies for ventilitated wall wind tunnels p. 34 N84-23580 MOMI, A. J. A. Overview of the AGARD SMP activities on turbine engine materials technology in the 1972 - 1982 period p. 105 N85-15738 AGARD Cooperative Test Progamme on transium alloy engine disc material p. 108 N86-25390 TURBISTAN A standard load sequence for aircraft engine discs p. 110 N86-25380 Contribution of turbine blade service failures to a damage tolerance approach MONACO, W. A. Visual capabilities related to highter aircrew performance in the F-14 and adversary aircraft p. 227 N86-30320 MONEY, K. E. An unusual toxicological property of alcohol. The density effect on the organ of balance p. 214 N84-33016 Preflight and postflight motion sickness testing of the Spacelab 1 crew p. 216 N85-20654 Space motion sickness monitoring experiment Spacelab 1 crew p. 216 N85-20654 Space motion sickness are p. 114 N86-29845 MONKEL, A. Alternate cooling configurations for gas turbine combustion systems p. 114 N86-29845 MONKEL, A. Functional built-in-test in a pipelined image processor p. 48 N85-1674 MONNEE, D. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p. 223 N86-2227 MONROE, D. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p. 223 N86-28613 MONBEEN, P. Modern HF communications, modulation and coding p. 159 N83-30667 Adaptive signal processing for radio communications, p. 176 N85-19295	polymer matrix composite p 137 N83-30492 MORLET, J. Vacuum recycling effect on minor elements in superalloys p 151 N84-33481 MORRALL, J. C. Fuel conservation and economy constraints p 86 N83-22179 MORRIS, A. Vision test battery threshold and response time as predictors of air-to-air visual target acquisition in F-14 and adversary aircraft p 227 N86-30321 MORRIS, A. J. Large scale computing in aeronautical design p 91 N85-10043 MORRIS, D. L. Active control landing gear for ground toad alleviation p 127 N85-27902 MORRIS, W. D. Local and mean heat transfer on the leading and trailing surfaces of a square sectioned duct rotating in the orthogonal-mode p 111 N86-29826 MORRISON, J. I. A review of ARA research into propeller aerodynamic prediction methods p 71 N86-11151 MORY, M. Waves on vortex cores and their relation to vortex breakdown p 80 N84-12180 MOSELEY, E. C. Prediction of the space adaptation syndrome p 215 N85-19298 MOSES, R. L. Time and space domain filtering for improved HF communication p 190 N83-30388 MOULSLEY, T. J. A system to measure LOS atmospheric transmittance at 19 GHz	Numerical simulation of vortex breakdown by the vortex-illament method p79 N84-12126 NATENBRUK, P. Control aspects as elaborated in space rendezvous simulations p139 N84-24616 NAVIERE, M. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p130 N84-16206 NAZMY, M. Y. Experimental and theoretical studies of panetal viscous boundaries in a single stage transonic compressor p130 N84-16206 NAZMY, M. Y. Experiences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 738 blading alloy p106 N85-15746 NEALY, D. A. Alternate cooling configurations for gas turbine combustion systems p114 N86-29845 NEDELL, W. Design, development and flight test of a demonstration advanced avionics system p27 N84-15067 NEESEN, J. Modelling on interference due to ducting at frequencies above 1 GHz p162 N83-30888 The impact of propagation effects on the design of high capacity digital microwave links in the 18 GHz frequency band p174 N85-19278 NEFF, J. A. Electro-optic techniques for VLSI interconnect p239 N85-29774 NEFME, A. Optimisation des systems of transmission numenque transauroraux en ondes decametriques optimization of H 6 digital radio systems at high latitudes p39 N86-27547 NELMS, W. P. V/STOL concepts in the United States Past, present, and future p39 N84-25568 NELSON, D. M. A self-contained captive trajectory system for a blowdown wind tunnel p36 N84-25568 NEUBAUER, M. Or validation of mission-software by closed-loop testing in realitical past past present in a neutron p19 N84-25569 NEUBAUER, M. Or validation of mission-software by closed-loop testing in realitical p30 N86-27547

Design issues in data synchronous systems
p 129 N86-20407

ONVANI A

NEUMANN, G. W.

NEUMANN, G. W.	NORTH, W. E.	ONVANI, A.
A weapon system design approach to diagnostics p 50 N85-16752 NEUNABER, R.	Heat transfer test evaluation of the shell-spar blade cooling concept applied to industrial gas turbines p 113 N86-29837	Theory and experimental study of a 3-D jet introduced into the secondary flow of a turbine inlet guide vane p 116 N86-29860
Operational loads data evaluation for individual aircraft	NORTON, R. J. G.	OOSTERVELD, W. J. Prediction of seasickness susceptibility
fatigue monitoring p 45 N85-15669 NEWBERY, R. R.	High frequency response heat flux gauge for metal blading p.115 № 3 29850	p 215 N85-20647
Civil avionics flight testing with the RAE(B) BAC1-11 p.62 N85-22354	NORTON, T.	OPSTAD, P. K. Attention, performance, and sustained activation in
NEWMAN, J. C., JR.	Scientific and technical report services p 240 N83-31536	military air traffic controllers p 209 N84-21076 ORLIK-RUECKEMANN, K. J.
On the use of marker loads and replicas for measuring growth rates for small cracks p 200 N85-24331	NOTHAFT, P.	Recent developments and future directions in dynamic
NEWSOM, J. R.	Charge processing in infrared CCD-sensor-arrays p 191 N86-28363	stability research at NAE, Ottawa p 35 N84-23582 ORMEROD, M.
Dynamic wind-tunnel testing of active controls by the NASA Langley Research Center p 61 N85-22353	NOTON, M.	Aeroelastic considerations in preliminary design of a
NEYE, W.	A littered attitude determination system for spacecraft measurement and control p 139 N84-24612	military combat aircraft p 17 N84-11132 OSKAM, B.
Hearing loss associated with helicopter flight p 212 N84-26285	NOUAILLES, J.	Recent advances in computational methods to solve
NGUYEN, K. Q. T.	Problems presented to engine builders by the recycling of metallic materials p 151 N84-33482	the high-lift multi-component airfoil problem p 51 N85-16774
A distributed array signal processor with fault-tolerance attributes p 190 N86-28360	NOUGUEZ, B.	Improvement of aerodynamic performance through
NGUYEN, L. T.	Numerical simulation of the shock detonation transition p.60 N85-17039	boundary layer control and high lift systems [AGARD-AR-210] p 85 N86-20376
Pilot human factors in stall/spin accidents of supersonic fighter aircraft p 32 N84-15102	NOWACK, H.	OSTERGAARD, J. C.
righter aircraft p 32 N84-15102 Recent experiences of unsteady aerodynamic effects	New analysis aspects of the fatigue crack propagation	Characteristics of high latitude meteor scatter propagation parameters over the 45 - 104 MHz band
on aircraft flight dynamics at high angle of attack p 147 N86-27252	behavior by SEM in situ microscopy p 201 N85-24335 NUMBERGER, K.	p 186 N86-27565
NICHOLAS. T.	Experience in using on-aircraft software for testing	OSTGAARD, J. C. Network communications for a distributed avionics
Cumulative damage modeling of fatigue crack growth	integrated systems p 49 NB5-16747 NUSSBAUM, N. S.	system p 24 N84-15052
p 105 N85-15741 NICHOLS, R. H.	A survey of biodynamic test devices and methods	OTT, R. H. Calculation of ground wave attenuation over irregular.
Transonic nozzle-afterbody flow field measurements	[AD-A142467] p 132 N84-29894	inhomogeneous, layered media using PROGRAM
using a laser Doppler velocimeter p 36 N84-23592 NICHOLSON, A. N.	O	WAGNER p 166 N84-12369 OTTKA, M.
Sleep and wakefulness handbook for flight medical	O	Narrowband spread spectrum systems
officers [AGARD-AG-270(FR)] p 207 N84-15788	ODDAN, A.	p 178 N85-19307 OVADIA, S.
Adaptation to irregularity of rest and activity	Penguin warhead safety tests p 59 N85-17031 ODONNELL, R. D.	Prospects for parallel nonlinear optical signal processing
p 208 N84-21070	Conceptual framework for the development of workload	using GaAs etalons and ZnS interference filters p 237 N85-29765
Hypnotics and air operations p 208 N84-21072 Human factors of air operations in the South Atlantic	metrics in sustained operations p 207 N84-21063 The U.S. Air Force neurophysiological workload test	OWEN, F. K.
campaign p 209 N84-21080	battery: Concept and validation p 207 N84-21064	An evaluation of factors affecting the flow quality in wind tunnels p 34 N84-23577
NfCOLAIDIS, M. Design of self-checking N-MOS (H-MOS) integrated	OHMAN, L. H.	OWEN, J.
circuits p 48 N85-16742	Two-dimensional wind tunnel wall interference [AD-A138964] p 81 N84-20499	Propagation effects on satellite-borne synthetic aperture radars p 182 N86-27539
NIELSEN, J. N. Aerodynamic characteristics of missile controls	OHRT, J.	OWEN, J. M. Prediction of transient temperatures for an air-cooled
p 119 N84-10092	Tactical military communications by satellite relay at high latitudes p 232 N85-20756	rotating disc p 113 N86-29842
NIELSEN, O. F.	OLAISEN, H.	
Safety critical fast real time systems 0.6 NR3-22128	OLAISEN, N.	_
Safety critical fast-real-time systems p 6 N83-22128 NIEMEYER, M.	Fast synchronization model for UHF spread-spectrum	P
NIEMEYER, M. New aspects improving the availability of digital	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G.	PACORI, F.
MIEMEYER, M.	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing	PACORI, F. Use of a small scale wind tunnel and model shop at
NEWEYER, M. New aspects improving the availability of digital LOS-radio ralay links deduced from wide-band measurements at 5 and 15 GHz p 164 N83-30901 NEUWPORT, A. M.	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference filters p 237 N85-29765	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585
NIEMEYER, M. New aspects improving the availability of digital LOS-radio relay links deduced from wide-band measurements at 5 and 15 GHz p 164 N83-30901 NIEUWPOORT, A. M. H. Determination of performance and stability characteristics from dynamic manoeuvres with a transport	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference filters p 237 N85-29765 OLDFIELD, D.	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFIELD, G. D.
NIEMEYER, M. New aspects improving the availability of digital LOS-radio relay links deduced from wide-band measurements at 5 and 15 GHz p 164 N83-30901 NIEUWPOORT, A. M. H. Determination of performance and stability characteristics from dynamic manoeuvres with a transport aircraft using parameter identification techniques	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, Q, Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference filters p 237 N85-29765 OLDFIELD, D, A future system design technique based on functional decomposition, supported by quantifiable design aims, and	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFIELD, G. D. The evaluation of ACS for helicopters. Conceptual similation studies to preliminary design
NIEMEYER, M. New aspects improving the availability of digital LOS-radio rallay links deduced from wide-band measurements at 5 and 15 GHz p 164 N83-39901 NIEUWPOORT, A. M. H. Determination of performance and stability characteristics from dynamic manoeuvres with a transport aircraft using parameter identification techniques p 41 N84-34400 NILSSON, B. S. A.	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etaions and ZnS interference filters p 237 N85-29765 OLDFIELD, D. A future system design technique based on functional decomposition, supported by quantifiable design aims, and quidelinest for minimum maintenance costs	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFIELD, G. D. The evaluation of ACS for helicopters: Conceptual simulation studies to preliminary design p 121 N85-26737
NIEMEYER, M. New aspects improving the availability of digital LOS-radio relay links deduced from wide-band measurements at 5 and 15 GHz p 164 N83-30901 NIEUWPOORT, A. M. H. Determination of performance and stability characteristics from dynamic manoeuvres with a transport aircraft using parameter identification techniques p 41 N84-34400 NILSSON, B. S. A. Comparison of flight and wind tunnel buffeting	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, Q. Prospects for parallel nonlinear optical signal processing using GaAs etaions and ZnS interference fitters p 237 N85-29765 OLDFIELD, D. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs p 22 N84-15039 OLDFIELD, D. E.	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFIELD, G. D. The evaluation of ACS for helicopters: Conceptual simulation studies to preliminary design p 121 N85-26737 The evolution of ACS for helicopters: Conceptual simulation studies to preliminary design
NIEMEYER, M. New aspects improving the availability of digital LOS-radio rallay links deduced from wide-band measurements at 5 and 15 GHz p 164 N83-39901 NIEUWPOORT, A. M. H. Determination of performance and stability characteristics from dynamic manoeuvres with a transport aircraft using parameter identification techniques p 41 N84-34400 NILSSON, B. S. A.	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference filters p 237 N85-29765 OLDFIELD, D. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs p 22 N84-15039 OLDFIELD, D. E. The impact of VHPIC on avionic system architecture.	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFIELD, G. D. The evaluation of ACS for helicopters: Conceptual simulation studies to preliminary design p 121 N85-26737 The evolution of ACS for helicopters: Conceptual simulation studies to preliminary design p 125 N85-27890
NIEMEYER, M. New aspects improving the availability of digital LOS-radio relay links deduced from wide-band measurements at 5 and 15 GHz p 164 N83-30901 NIEUWPOORT, A. M. H. Determination of performance and stability characteristics from dynamic manoeuvres with a transport aircraft using parameter identification techniques p 41 N84-34400 NILSSON, B. S. A. Comparison of flight and wind tunnel buffeting measurements on the SAAB 105 aircraft p 10 N83-30369 NINA, M. N. R.	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference filters p 237 N85-29765 OLDFIELD, D. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs p 22 N84-15039 OLDFIELD, D. E. The impact of VHPIC on avionic system architecture, packaging and maintainability p 193 N86-28372 OLDFIELD, Ms. L. G.	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFIELD, G. D. The evaluation of ACS for helicopters: Conceptual simulation studies to preliminary design p 121 N85-26737 The evolution of ACS for helicopters: Conceptual simulation studies to preliminary design
NIEMEYER, M. New aspects improving the availability of digital LOS-radio relay links deduced from wide-band measurements at 5 and 15 GHz p 164 N83-30901 NIEUWPOORT, A. M. H. Determination of performance and stability characteristics from dynamic manoeuvres with a transport aircraft using parameter identification techniques p 41 N84-34400 NILSSON, B. S. A. Comparison of flight and wind tunnel buffeting measurements on the SAAB 105 aircraft p 10 N83-30369 NINA, M. R. Measurements of fluctuating gas temperatures using compensated fine wire thermocouples	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etailons and ZnS interference filters p 237 N85-29765 OLDFIELD, D. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs p 22 N84-15039 OLDFIELD, D. E. The impact of VHPIC on avionic system architecture, packaging and maintainability p 193 N86-28372	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFIELD, Q. D. The evaluation of ACS for helicopters: Conceptual simulation studies to preliminary design p 121 N85-26737 The evolution of ACS for helicopters: Conceptual simulation studies to preliminary design p 125 N85-27890 Fight testing for performance and flying qualities p 70 N85-28920
NIEMEYER, M. New aspects improving the availability of digital LOS-radio relay links deduced from wide-band measurements at 5 and 15 GHz p 164 NB3-30901 NIEUWPOORT, A. M. H. Determination of performance and stability characteristics from dynamic manoeuvres with a transport aircraft using parameter identification techniques p 41 N84-34400 NILSSON, B. S. A. Comparison of flight and wind tunnel buffeting measurements on the SAAB 105 aircraft p 10 N83-30369 NINA, M. N. R. Measurements of fluctuating gas temperatures using compensated fine wire thermocouples	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etailons and ZnS interference filters p 237 N85-29765 OLDFIELD, D. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs p 22 N84-15039 OLDFIELD, D. E. The impact of VHPIC on avionic system architecture, packaging and maintainability p 193 N86-28372 OLDFIELD, M. L. G. Wake-passing in a turbine rotor cascade p 112 N86-29830 The isentropic light piston annular cascade facility at	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFIELD, G. D. The evaluation of ACS for helicopters: Conceptual simulation studies to preliminary design p 121 N85-26737 The evolution of ACS for helicopters: Conceptual simulation studies to preliminary design p 125 N85-27890 Flight testing for performance and flying qualities p 70 N85-28920
NIEMEYER, M. New aspects improving the availability of digital LOS-radio relay links deduced from wide-band measurements at 5 and 15 GHz p 164 N83-30901 NIEUWPOORT, A. M. H. Determination of performance and stability characteristics from dynamic manoeuvres with a transport aircraft using parameter identification techniques p 41 N84-34400 NILSSON, B. S. A. Comparison of flight and wind tunnel buffeting measurements on the SAAB 105 aircraft p 10 N83-30369 NINA, M. R. Measurements of fluctuating gas temperatures using compensated fine wire thermocouples p 115 N86-29852 Heat exchangers in regenerative gas turbine cycles p 116 N86-29857	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference filters p 237 N85-29765 OLDFIELD, D. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs p 22 N84-15039 OLDFIELD, D. E. The impact of VHPIC on avionic system architecture, packaging and maintainability p 193 N86-28372 OLDFIELD, M. L. G. Wake-passing in a turbine rotor cascade p 112 N86-29830 The isentropic light piston annular cascade facility at RAE Pyestock DLEARI, A.	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFRELD, Q. D. The evaluation of ACS for helicopters: Conceptual simulation studies to preliminary design p 121 N85-26737 The evolution of ACS for helicopters: Conceptual simulation studies to preliminary design p 125 N85-27890 Flight testing for performance and flying qualities p 70 N85-28920 PAHL, D. A. Hot gas APU starter for advanced aircraft applications p 99 N84-12178
NIEMEYER, M. New aspects improving the availability of digital LOS-radio rallay links deduced from measurements at 5 and 15 GHz p 164 N83-39901 NIEUWPORT, A. M. H. Determination of performance and stability characteristics from dynamic manoeuvres with a transport aircraft using parameter identification techniques p 41 N84-34400 NILSSON, B. S. A. Comparison of flight and wind tunnel buffeting measurements on the SAAB 105 aircraft p 10 N83-30369 NINA, M. N. R. Measurements of fluctuating gas temperatures using compensated fine wire thermocouples p 115 N86-29852 Heat exchangers in regenerative gas turbine cycles p 116 N86-29857 NIPPRESS, K. R.	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etailons and ZnS interference filters p 237 N85-29765 OLDFIELD, D. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs p 22 N84-15039 OLDFIELD, D. E. The impact of VHPIC on avionic system architecture, packaging and maintainability p 193 N86-28372 OLDFIELD, M. L. G. Wake-passing in a turbine rotor cascade p 112 N86-29830 The isentropic light piston annular cascade facil ity at RAE Pyestock OLEARI, A. The pressure deflagration limit of solid rocket	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFIELD, G. D. The evaluation of ACS for helicopters: Conceptual simulation studies to preliminary design p 121 N85-26737 The evolution of ACS for helicopters: Conceptual simulation studies to preliminary design p 125 N85-27890 Flight testing for performance and flying qualities p 70 N85-28920 PAHL, D. A. Hot gas APU starter for advanced aircraft applications p 99 N84-12178 PALLISTER, K. C. Pressure distributions measured on research wing M100
NIEMEYER, M. New aspects improving the availability of digital LOS-radio relay links deduced from wide-band measurements at 5 and 15 GHz p 164 N83-30901 NIEUWPOORT, A. M. H. Determination of performance and stability characteristics from dynamic manoeuvres with a transport aircraft using parameter identification techniques p 41 N84-34400 NILSSON, B. S. A. Comparison of flight and wind tunnel buffeting measurements on the SAAB 105 aircraft p 10 N83-30369 NINA, M. R. Measurements of fluctuating gas temperatures using compensated fine wire thermocouples p 115 N86-29852 Heat exchangers in regenerative gas turbine cycles p 116 N86-29857	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etailons and ZnS interference fitters p 237 N85-29765 OLDFIELD, D. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs p 22 N84-15039 OLDFIELD, D. E. The impact of VHPIC on avionic system architecture, packaging and maintainability p 193 N86-28372 OLDFIELD, M. L. G. Wake-passing in a turbine rotor cascade p 112 N86-29830 The isentropic light piston annular cascade facility at RAE Pyestock OLEARI, A. The pressure deflagration limit of solid rocket propellants OLEARY, C. O.	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFIELD, Q. D. The evaluation of ACS for helicopters: Conceptual simulation studies to preliminary design p 121 N85-26737 The evolution of ACS for helicopters: Conceptual simulation studies to preliminary design p 125 N85-27890 Flight testing for performance and flying qualities p 70 N85-28920 PAHL, D. A. Hot gas APU starter for advanced aircraft applications p 99 N84-12178 PALISTER, K. C. Pressure distributions measured on research wing M100 mounted on an axisymmetric body p 81 N85-10023
NIEMEYER, M. New aspects improving the availability of digital LOS-radio ralay links deduced from wide-band measurements at 5 and 15 GHz p 164 NB3-39901 NIEUWPOORT, A. M. H. Determination of performance and stability characteristics from dynamic manoeuvres with a transport aircraft using parameter identification techniques p 41 NB4-34400 NILSSON, B. S. A. Comparison of flight and wind tunnel buffeting measurements on the SAAB 105 aircraft p 10 N83-30369 NINA, M. N. R. Measurements of fluctuating gas temperatures using compensated fine wire thermocouples p 115 N86-29852 Heat exchangers in regenerative gas turbine cycles p 116 N86-29857 NIPPRESS, K. R. Calibration of air-data systems and flow direction sensors. AGARD Flight Test Techniques Senes, volume 1	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etailons and ZnS interference filters p 237 N85-29765 OLDFIELD, D. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs p 22 N84-15039 OLDFIELD, D. E. The impact of VHPIC on avionic system architecture, packaging and maintainability p 193 N86-28372 OLDFIELD, M. L. G. Wake-passing in a turbine rotor cascade p 112 N86-29830 The isentropic light piston annular cascade facil ity at RAE Pyestock p 115 N86-29851 OLEARY, C. O. The pressure deflagration limit of solid rocket propellants 0. New rotarying at RAE and experiments on HIRM	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFIELD, G. D. The evaluation of ACS for helicopters: Conceptual simulation studies to preliminary design p 121 N85-26737 The evolution of ACS for helicopters: Conceptual simulation studies to preliminary design p 125 N85-27890 Flight testing for performance and flying qualities p 70 N85-28920 PAHL, D. A. Hot gas APU starter for advanced aircraft applications p 99 N84-12178 PALLISTER, K. C. Pressure distributions measured on research wing M100 mounted on an axisymmetric body p 81 N85-10023 PALMBERG, B. On the use of marker loads for fatigue crack growth
NIEMEYER, M. New aspects improving the availability of digital LOS-radio rallay links deduced from wide-band measurements at 5 and 15 GHz p 164 NB3-30901 NBLWEPORT, A. M. H. Determination of performance and stability characteristics from dynamic manoeuvies with a transport aircraft using parameter identification techniques p 41 NB4-34400 NILSSON, B. S. A. Comparison of flight and wind tunnel buffeting measurements on the SAAB 105 aircraft p 10 N83-30369 NINA, M. N. R. Measurements of fluctuating gas temperatures using compensated fine wire thermocouples p 115 N86-29852 Heat exchangers in regenerative gas turbine cycles p 116 N86-29857 NIPPRESS, K. R. Calibration of air-data systems and flow direction sensors. AGARD Flight Test Techniques Senes, volume 1 (AGARD-AG-300-VOL-1) p 197 N84-15530 NOOR, A. K.	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etailons and ZnS interference filters p 237 N85-29765 OLDFIELD, D. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs p 22 N84-15039 OLDFIELD, D. E. The impact of VHPIC on avionic system architecture, packaging and maintainability p 193 N86-28372 OLDFIELD, M. L. G. Wake-passing in a turbine rotor cascade p 112 N86-29830 The isentropic light piston annular cascade facil ity at RAE Pyestock p 115 N86-29851 OLEARY, A. The pressure deflagration limit of solid rocket propellants OLEARY, C. O. New rotary ng at RAE and experiments on HIRM p 145 N86-27243 OLESEN, J. K.	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFIELD, Q. D. The evaluation of ACS for helicopters: Conceptual simulation studies to preliminary design p 121 N85-26737 The evolution of ACS for helicopters: Conceptual simulation studies to preliminary design p 125 N85-27890 Flight testing for performance and flying qualities p 70 N85-28920 PAHL, D. A. Hot gas APU starter for advanced aircraft applications p 99 N84-12178 PALLISTER, K. C. Pressure distributions measured on research wing M100 mounted on an axisymmetric body p 81 N85-1023 PALMBERO, B. On the use of marker loads for fatigue crack growth measurements p 201 N85-24332 PALME, J.
NIEMEYER, M. New aspects improving the availability of digital LOS-radio relay links deduced from wide-band measurements at 5 and 15 GHz p 164 NB3-39901 NIEUWPOORT, A. M. H. Determination of performance and stability characteristics from dynamic manoeuvres with a transport aircraft using parameter identification techniques p 41 NB4-34400 NILSSON, B. S. A. Comparison of flight and wind tunnel buffeting measurements on the SAAB 105 aircraft p 10 NB3-30369 NINA, M. N. R. Measurements of fluctuating gas temperatures using compensated fine wire thermocouples p 115 NB6-29852 Heat exchangers in regenerative gas turbine cycles p 116 N86-29857 NIPPRESS, K. R. Calibration of air-data systems and flow direction sensors. AGARD Flight Test Techniques Senes, volume 1 [AGARD-AG-300-VOL-1] p 197 N84-15530 NOOR, A. K. Impact of new computing systems on computational	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference filters p 237 N85-29765 OLDFIELD, D. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs p 22 N84-15039 OLDFIELD, D. E. The impact of VHPIC on avionic system architecture, packaging and maintainability p 193 N86-28372 OLDFIELD, M. L. G. Wake-passing in a turbine rotor cascade p 112 N86-29830 The isentropic light piston annular cascade facility at RAE Pyestock p 115 N86-29851 OLEARN, A. The pressure deflagration limit of solid rocket propellants p 61 N85-17046 OLEARY, C. O. New rotary ng at RAE and experiments on HIRM p 145 N86-27243 OLESEN, J. K. On the relationship of F-region structure in the dayside	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFIELD, G. D. The evaluation of ACS for helicopters: Conceptual simulation studies to preliminary design p 121 N85-26737 The evolution of ACS for helicopters: Conceptual simulation studies to preliminary design p 125 N85-27890 Flight testing for performance and flying qualities p 70 N85-28920 PAHL, D. A. Hot gas APU starter for advanced aircraft applications p 99 N84-12178 PALLISTER, K. C. Pressure distributions measured on research wing M100 mounted on an axisymmetric body p 81 N85-10023 PALMBERG, B. On the use of marker loads for fatigue crack growth measurements p 201 N85-24332 PALME, J. Computer-based conferencing p 244 N84-21435
NIEMEYER, M. New aspects improving the availability of digital LOS-radio rallay links deduced from wide-band measurements at 5 and 15 GHz p 164 NB3-30901 NBLWEPORT, A. M. H. Determination of performance and stability characteristics from dynamic manoeuvies with a transport aircraft using parameter identification techniques p 41 NB4-34400 NILSSON, B. S. A. Comparison of flight and wind tunnel buffeting measurements on the SAAB 105 aircraft p 10 N83-30369 NINA, M. N. R. Measurements of fluctuating gas temperatures using compensated fine wire thermocouples p 115 N86-29852 Heat exchangers in regenerative gas turbine cycles p 116 N86-29857 NIPPRESS, K. R. Calibration of air-data systems and flow direction sensors. AGARD Flight Test Techniques Senes, volume 1 (AGARD-AG-300-VOL-1) p 197 N84-15530 NOOR, A. K.	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference filters p 237 N85-29765 OLDFIELD, D. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs p 22 N84-15039 OLDFIELD, D. E. The impact of VHPIC on avionic system architecture, packaging and maintainability p 193 N86-28372 OLDFIELD, M. L. G. Wake-passing in a furbine rotor cascade p 112 N86-29830 The isentropic light piston annular cascade facil ity at p 115 N86-29851 OLEARY, A. S. The pressure deflagration limit of solid rocket propellants p 61 N85-17046 OLEARY, C. O. New rotary ng at RAE and experiments on HIRM p 145 N86-27243 OLESEN, J. K. On the relationship of F-region structure in the dayside auroral oval to HF backscatter signatures attributed to the polar cusp	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFIELD, G. D. The evaluation of ACS for helicopters: Conceptual simulation studies to preliminary design p 121 N85-26737 The evolution of ACS for helicopters: Conceptual simulation studies to preliminary design p 125 N85-27890 Flight testing for performance and flying qualities p 70 N85-28920 PAHL, D. A. Hot gas APU starter for advanced aircraft applications p 99 N84-12178 PALLISTER, K. C. Pressure distributions measured on research wing M100 mounted on an axisymmetric body p 81 N85-10023 PALMBERG, B. On the use of marker loads for fatigue crack growth measurements p 201 N85-24332 PALME, J. Computer-based conferencing p 244 N84-21435 PALMER, D. V. Design and robustness analysis of reduced order
NIEMEYER, M. New aspects improving the availability of digital LOS-rablo relay links deduced from wide-band measurements at 5 and 15 GHz p 164 N83-30901 NIEUWPOORT, A. M. H. Determination of performance and stability characteristics from dynamic manoeuvres with a transport aircraft using parameter identification techniques p 41 N84-34400 NILSSON, B. S. A. Comparison of flight and wind tunnel buffeting measurements on the SAAB 105 aircraft p 10 N83-30369 NINA, M. N. R. Measurements of fluctuating gas temperatures using compensated fine wire thermocouples p 115 N86-29852 Heat exchangers in regenerative gas turbine cycles p 116 N86-29857 NIPPRESS, K. R. Calibration of air-data systems and flow direction sensors. AGARD Flight Test Techniques Senes, volume 1 [AGARD-AG-300-VOL-1] p 197 N84-15530 NOOR, A. K. Impact of new computing systems on computational mechanics and flight-vehicle structures technology p 91 N85-10042 NORBURY, J. R.	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference filters p 237 N85-29765 OLDFIELD, D. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs p 22 N84-15039 OLDFIELD, D. E. The impact of VHPIC on avionic system architecture, packaging and maintainability p 193 N86-28372 OLDFIELD, M. L. G. P112 N86-29830 The isentropic light piston annular cascade facility at RAE Pyestock p 115 N86-29851 OLEARI, A. The pressure deflagration limit of solid rocket propellants p 61 N85-17046 OLEARY, C. O. New rotary in at RAE and experiments on HIRM p 145 N86-27243 OLESEN, J. K. On the relationship of F-region structure in the dayside auroral oval to HF backscatter signatures attributed to the polar cusp OLLERHAO, J. B.	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFRELD, Q. D. The evaluation of ACS for helicopters: Conceptual simulation studies to preliminary design p 121 N85-26737 The evolution of ACS for helicopters: Conceptual simulation studies to preliminary design p 125 N85-27890 Flight testing for performance and flying qualities p 70 N85-28920 PAHL, D. A. Hot gas APU starter for advanced aircraft applications p 99 N84-12178 PALLISTER, K. C. Pressure distributions measured on research wing M100 mounted on an axisymmetric body p 81 N85-10023 PALMBERN, B. On the use of marker loads for fatigue crack growth measurements p 201 N85-24332 PALME, J. Computer-based conferencing p 244 N84-21435
NIEMEYER, M. New aspects improving the availability of digital LOS-radio ralay links deduced from wide-band measurements at 5 and 15 GHz p 164 NB3-30901 NIEUWPOORT, A. M. H. Determination of performance and stability characteristics from dynamic manoeuvres with a transport aircraft using parameter identification techniques p 41 NB4-34400 NILSSON, B. S. A. Comparison of llight and wind tunnel buffeting measurements on the SAAB 105 aircraft p 10 N83-30369 NINA, M. N. R. Measurements of fluctuating gas temperatures using compensated fine wire thermocouples p 115 N86-29852 Heat exchangers in regenerative gas turbine cycles p 116 N86-29857 NIPPRESS, K. R. Calibration of air-data systems and flow direction sensors. AGARD Flight Test Techniques Senes, volume 1 [AGARD-AG-300-VCL-1] p 197 N84-15530 NOOR, A. K. Impact of new computing systems on computational mechanics and flight-vehicle structures technology p 91 N85-10042	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference filters p 237 N85-29765 OLDFIELD, D. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs p 22 N84-15039 OLDFIELD, D. E. The impact of VHPIC on avionic system architecture, packaging and maintainability p 193 N86-28372 OLDFIELD, M. L. G. Wake-passing in a turbine rotor cascade p 112 N86-29830 The isentropic light piston annular cascade facil ity at RAE Pyestock p 115 N86-29851 OLEARI, A. The pressure deflagration limit of solid rocket propollants p 61 N85-17046 OLEARY, C. O. New rotary ing at RAE and experiments on HIRM p 145 N86-27243 OLESEN, J. K. On the relationship of F-region structure in the dayside auroral ovel to HF backscatter signatures attributed to the polar cusp OLLERHEAD, J. B. Rotorcraft noise p 70 N85-28916 OLLINEER, C.	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFIELD, Q. D. The evaluation of ACS for helicopters: Conceptual simulation studies to preliminary pession p 121 N85-26737 The evolution of ACS for helicopters: Conceptual simulation studies to preliminary design p 125 N85-27890 Flight testing for performance and flying qualities p 70 N85-28920 PAHL, D. A. Hot gas APU starter for advanced aircraft applications p 99 N84-12178 PALLISTER, K. C. Pressure distributions measured on research wing M100 mounted on an axisymmetric body p 81 N85-10023 PALMBERO, B. On the use of marker loads for fatigue crack growth measurements p 201 N85-24332 PALME, J. Computer-based conferencing p 244 N84-21435 PALMER, D. V. Design and robustness analysis of reduced order controllers for large flexible space vehicles p 140 N84-24623
NEMEYER, M. New aspects improving the availability of digital LOS-radio relay links deduced from wide-band measurements at 5 and 15 GHz p 164 N83-30901 NEUWPOORT, A. M. H. Determination of performance and stability characteristics from dynamic manoeuvres with a transport p41 N84-34400 NILSON, B. S. A. Comparison of flight and wind tunnel buffeting measurements on the SAAB 105 aircraft p10 N83-30369 NINA, M. N. R. Measurements of fluctuating gas temperatures using compensated hine wire thermocouples p115 N86-29852 Heat exchangers in regenerative gas turbine cycles p116 N86-29857 NIPPRESS, K. R. Calibration of air-data systems and flow direction sensors. AGARD Flight Test Techniques Senes, volume 1 [AGARD-AG-300-VOL-1] p197 N84-15530 NOOR, A. K. Impact of new computing systems on computational mechanics and flight-vehicle structures technology p91 N85-10042 NORBURY, J. R. A system to measure LOS atmospheric transmittance at 19 GHz NOCLAND, M.	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference filters p 237 N85-29765 OLDFIELD, D. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs p 22 N84-15039 OLDFIELD, D. E. The impact of VHPIC on avionic system architecture, packaging and maintainability p 193 N86-28372 OLDFIELD, M. L. G. Wake-passing in a turbine rotor cascade p 112 N86-29830 The isentropic light piston annular cascade facility at RAE Pyestock p 115 N86-29851 OLEARN, A. The pressure deflagration limit of solid rocket propellants p 61 N85-17046 OLEARY, C. O. New rotary ng at RAE and experiments on HIRM p 145 N86-27243 OLESEN, J. K. On the relationship of F-region structure in the dayside auroral oval to HF backscatter signatures attributed to the polar cusp p 184 N86-27552 OLLERHEAD, J. B. Rotorcraft noise OLLIVIER, C. Theory and experimental study of a 3-D jet introduced into the secondary flow of a turbine intet guide vane	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFRELD, Q. D. The evaluation of ACS for helicopters: Conceptual simulation studies to preliminary design p 121 N85-26737 The evolution of ACS for helicopters: Conceptual simulation studies to preliminary design p 125 N85-27890 Flight testing for performance and flying qualities p 70 N85-28920 PAHL, D. A. Hot gas APU starter for advanced aircraft applications p 99 N84-12178 PALLISTER, K. C. Pressure distributions measured on research wing M100 mounted on an axisymmetric body p 81 N85-10023 PALMBERG, B. On the use of marker loads for fatigue crack growth measurements p 201 N85-24332 PALME, J. Computer-based conferencing p 244 N84-21435 PALMER, D. V. Design and robustness analysis of reduced order controllers for large flexible space vehicles p 140 N84-24623 PALO, E. A. A revolutionary design method for VLSI signali
NIEMEYER, M. New aspects improving the availability of digital LOS-radio ralay links deduced from wide-band measurements at 5 and 15 GHz p 164 NB3-30901 NIEUWPOORT, A. M. H. Determination of performance and stability characteristics from dynamic manoeuvres with a transport aircraft using parameter identification techniques p 41 NB4-34400 NILSSON, B. S. A. Comparison of flight and wind tunnel buffeting measurements on the SAAB 105 aircraft p 10 NB3-30369 NINA, M. N. R. Measurements of fluctuating gas temperatures using compensated fine wire thermocouples p 115 N86-29852 Heat exchangers in regenerative gas turbine cycles p 116 N86-29857 NIPPRESS, K. R. Calibration of air-data systems and flow direction sensors. AGARD Flight Test Techniques Senes, volume 1 [AGARD-AG-300-VOL-1] p 197 N84-15530 MOOR, A. K. Impact of new computing systems on computational mechanics and flight-vehicle structures technology p 91 N85-10042 NORBURY, J. R. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N84-24951	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference fitters p 237 N85-29765 OLDFIELD, D. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs p 22 N84-15039 OLDFIELD, D. E. The impact of VHPIC on avionic system architecture, packaging and maintainability p 193 N86-28372 OLDFIELD, M. L. G. Wake-passing in a turbine rotor cascade p 112 N86-29830 The isentropic light piston annutar cascade facility at RAE Pyestock p 115 N86-29851 OLEARY, C. O. New rotary ing at RAE and experiments on HIRM p 145 N86-2743 OLEARY, C. O. New rotary ing at RAE and experiments on HIRM p 145 N86-27520 OLEARY, C. O. New rotary ing at RAE and experiments on the dayside auroral oval to HF backscatter signatures attributed to the polar cusp p 184 N86-27552 OLLEARY, C. D. B. Rotorcat noise p 70 N85-28916 OLLEARY, C. Theory and experimental study of a 3-D jet introduced into the secondary flow of a turbine inlet guide viam p 18 N86-28660	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFRELD, Q. D. The evaluation of ACS for helicopters: Conceptual simulation studies to preliminary design p 121 N85-26737 The evolution of ACS for helicopters: Conceptual simulation studies to preliminary design p 125 N85-27890 Fight testing for performance and flying qualities p 70 N85-28920 PAHL, D. A. Hot gas APU starter for advanced aircraft applications p 99 N84-12178 PALLISTER, K. C. Pressure distributions measured on research wing M100 mounted on an axisymmetric body p 81 N85-10023 PALMBERG, B. On the use of marker loads for fatigue crack growth measurements p 201 N85-2432 PALME, J. Computer-based conferencing p 244 N84-21435 PALMER, D. V. Design and robustness analysis of reduced order controllers for large flexible space vehicles p 140 N84-24623 PALO, E. A. A revolutionary design method for VLSI signal p 190 N86-28361
NIEMEYER, M. New aspects improving the availability of digital LOS-radio rallay links deduced from wide-band measurements at 5 and 15 GHz p 164 N83-30901 NIEUWPORT, A. M. H. Determination of performance and stability characteristics from dynamic manoeuvres with a transport aircraft using parameter identification techniques p 41 N84-34400 NILSSON, B. S. A. Comparison of flight and wind tunnel buffeting measurements on the SAAB 105 aircraft p 10 N83-30369 NINA, M. N. R. Measurements of fluctuating gas temperatures using compensated fine wire thermocouples p 115 N86-29852 Heat exchangers in regenerative gas turbine cycles p 116 N86-29857 NIPPRESS, K. R. Calibration of air-data systems and flow direction sensors. AGARD Flight Test Techniques Senes, volume 1 [AGARD-AG-300-VOL-1] p 197 N84-15530 NOOR, A. K. Impact of new computing systems on computational mechanics and flight-vehicle structures technology p 91 N85-10042 NORBURY, J. R. A system to measure LOS atmospheric transmittance at 19 GHz NORLAND, M. A comparison between predicted and measured propagation loss in the VHF/UHF range in rugged terrain p 175 N85-19285	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference fitters p 237 N85-29765 OLDFIELD, D. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs p 22 N84-15039 OLDFIELD, D. E. The impact of VHPIC on avionic system architecture, packaging and maintainability p 193 N86-28372 OLDFIELD, M. L. G. Wake-passing in a turbine rotor cascade p 112 N86-29830 The isentropic light piston annufar cascade facility at RAE Pyestock p 115 N86-29851 OLEARY, C. OLEARY, C. O. New rotary ing at RAE and experiments on HIRM p 145 N86-27243 OLESEN, J. K. On the relationship of F-region structure in the dayside auroral oval to HF backscatter signatures attributed to the polar cusp p 184 N86-27552 OLLERRE, C. Theory and experimental study of a 3-D jet introduced into the secondary flow of a turbine inlet guide vane p 118 N86-29860 OMAN, C. M. Preflight and postflight motion sickness tesng of the	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFIELD, Q. D. The evaluation of ACS for helicopters: Conceptual simulation studies to preliminary design p 121 N85-26737 The evolution of ACS for helicopters: Conceptual simulation studies to preliminary design p 125 N85-27890 Flight testing for performance and flying qualities p 70 N85-28920 PAHL, D. A. Hot gas APU starter for advanced aircraft applications p 99 N84-12178 PALLISTER, K. C. Pressure distributions measured on research wing M100 mounted on an axisymmetric body p 81 N85-10023 PALMER, D. V. Design and robustness analysis of reduced order controllers for large flexible space vehicles p 140 N84-24623 PALO, E. A. A revolutionary design method for VLSI signal processors p 140 N86-28361 PAMARAS, A. G. Modelling of the yortex-airfoil interaction
NIEMEYER, M. New aspects improving the availability of digital LOS-radio rallay links deduced from mide-band measurements at 5 and 15 GHz p 164 N83-30901 NIEUWPOORT, A. M. H. Determination of performance and stability characterishics from dynamic manoeuvres with a transport aircraft using parameter identification techniques p 41 N84-34400 NILSSON, B. S. A. Comparison of flight and wind tunnel buffeting measurements on the SAAB 105 aircraft p 10 N83-30369 NINA, M. N. R. Measurements of fluctuating gas temperatures using compensated fine wire thermocouples p 115 N86-29852 Heat exchangers in regenerative gas turbine cycles p 116 N86-29857 NIPPRESS, K. R. Calibration of air-data systems and flow direction sensors. AGARD Flight Test Techniques Senes, volume 1 (AGARD-AG-300-VOL-1) p 197 N84-15530 NOOR, A. K. Impact of new computing systems on computational mechanics and flight-vehicle structures technology p 91 N85-10042 NORBURY, J. R. A system to measure LOS atmospheric transmittance at 19 GHz NORBURY, J. R. A comparison between predicted and measured propagation loss in the VHF/UHF range in nugged terrain p 175 N85-19285	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference filters p 237 N85-29765 OLDFIELD, D. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs p 22 N84-15039 OLDFIELD, D. E. The impact of VHPIC on avionic system architecture, packaging and maintainability p 193 N86-28372 OLDFIELD, M. L. G. Wake-passing in a turbine rotor cascade p 112 N86-29830 The isentropic light piston annutar cascade facil ity at RAE Pyestock OLEARI, A. The pressure dellagration limit of solid rocket propellants p 115 N86-29851 OLEARY, C. O. New rotary ng at RAE and experiments on HIRM p 145 N86-27243 OLESEN, J. K. On the relationship of F-region structure in the dayside auroral oval to HF backscatter signature sattibuteu to the polar cusp p 184 N86-27552 OLLERHEAD, J. B. Rotorcraft noise p 70 N85-28916 OLLIVIER, C. Theory and experimental study of a 3-D jet introduced into the secondary flow of a turbine inlet guide vane p 116 N86-29660 OMAN, C. M. Preflight and postflight motion sickness tesng of the Spacelable 1 crew p 216 N85-20652	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFRELD, Q. D. The evaluation of ACS for helicopters: Conceptual simulation studies to preliminary design p 121 N85-26737 The evolution of ACS for helicopters: Conceptual simulation studies to preliminary design p 125 N85-27890 Flight testing for performance and flying qualities p 70 N85-28920 PAHL, D. A. Hot gas APU starter for advanced aircraft applications p 99 N84-12178 PALLISTER, K. C. Pressure distributions measured on research wing M100 mounted on an axisymmetric body p 81 N85-10023 PALIMBERIQ, B. On the use of marker loads for fatigue crack growth measurements p 201 N85-24332 PALME, J. Computer-based conferencing p 244 N84-21435 PALMER, D. V. Design and robustness analysis of reduced order controllers for large flexible space vehicles p 140 N84-24623 PALO, E. A. A revolutionary design method for VLSI signal processors p 190 N86-28361 PANARAS, A. G. Modelling of the vortex-airfoil interaction p 148 N86-27262
NIEMEYER, M. New aspects improving the availability of digital LOS-radio ralay links deduced from measurements at 5 and 15 GHz p 164 NB3-30901 NIEUWPOORT, A. M. H. Determination of performance and stability characteristics from dynamic manoeuvres with a transport aircraft using parameter identification techniques p 41 NB4-34400 NILSSON, B. S. A. Comparison of liight and wind tunnel buffeting measurements on the SAAB 105 aircraft p 10 N83-30369 NINA, M. N. R. Measurements of fluctuating gas temperatures using compensated fine wire thermocouples p 116 N86-29852 Heat exchangers in regenerative gas turbine cycles p 116 N86-29857 NIPPRESS, K. R. Calibration of air-data systems and flow direction sensors AGARD Flight Test Techniques Senes, volume 1 [AGARD-AG-300-VOL-1] p 197 N84-15530 NOOR, A. K. Impact of new computing systems on computational mechanics and flight-vehicle structures technology p 91 N85-10042 NORBURY, J. R. A system to measure LOS atmosphenc transmittance at 19 GHz NORLAND, M. A comparison between predicted and measured propagation loss in the VHF/UHF range in rugged terrain p 175 N86-19285 NORMAN, D. C. Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 124 N85-26756	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etaions and ZnS interference fitters p 237 N85-29765 OLDFIELD, D. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs p 22 N84-15039 OLDFIELD, D. E. The impact of VHPIC on avionic system architecture, packaging and maintainability p 193 N86-28372 OLDFIELD, M. L. G. Wake-passing in a turbine rotor cascade p 112 N86-29830 The isentropic light piston annular cascade facility at RAE Pyesfock OLEARI, A. The pressure deflagration limit of solid rocket propellants p 115 N86-29851 OLEARY, C. O. New rotary ng at RAE and experiments on HIRM p 145 N96-27243 OLESEN, J. K. On the relationship of F-region structure in the dayside avoral oval to HF backscatter signatures attributed to the polar cusp CLERREAD, J. B. Rotocraft noise p 70 N85-28916 OLLERR, C. Theory and experimental study of a 3-D jet introduced into the secondary flow of a turbine inlet guide vane p 118 N86-29860 OMAN, C. M. Preflight and postflight motion sickness tesng of the Spacelab 1 crew p 216 N85-20652 experiment Spacelab 1 crew p 216 N85-20652 experiment	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFIELD, Q. D. The evaluation of ACS for helicopters: Conceptual simulation studies to preliminary design p 121 N85-26737 The evolution of ACS for helicopters: Conceptual simulation studies to preliminary design p 125 N85-27890 Flight testing for performance and flying qualities p 70 N85-28920 PAHL, D. A. Hot gas APU starter for advanced aircraft applications p 99 N84-12178 PALISTER, K. C. Pressure distributions measured on research wing M100 mounted on an axisymmetric body p 81 N85-10023 PALIMER, D. W. Design and robustness analysis of reduced order controllers for large flexible space vehicles p 140 N84-24623 PALO, E. A. A revolutionary design method for VLSI signal processors p 190 N86-28361 PANARAS, A. G. Modelling of the vortex-airfoil interaction p 148 N86-27262 PAOLI, C. Advantages gained by the government from a
NIEMEYER, M. New aspects improving the availability of digital LOS-radio rallay links deduced from mide-band measurements at 5 and 15 GHz p 164 N83-30901 NIEUWPOORT, A. M. H. Determination of performance and stability characterishics from dynamic manoeuvres with a transport aircraft using parameter identification techniques p 41 N84-34400 NILSSON, B. S. A. Comparison of flight and wind tunnel buffeting measurements on the SAAB 105 aircraft p 10 N83-30369 NINA, M. N. R. Measurements of fluctuating gas temperatures using compensated fine wire thermocouples p 115 N86-29852 Heat exchangers in regenerative gas turbine cycles p 116 N86-29857 NIPPRESS, K. R. Calibration of air-data systems and flow direction sensors. AGARD Flight Test Techniques Senes, volume 1 (AGARD-AG-300-VOL-1) p 197 N84-15530 NOOR, A. K. Impact of new computing systems on computational mechanics and flight-vehicle structures technology p 91 N85-10042 NORBURY, J. R. A system to measure LOS atmospheric transmittance at 19 GHz NORBURY, J. R. A comparison between predicted and measured propagation loss in the VHF/UHF range in nugged terrain p 175 N85-19285	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference filters p 237 N85-29765 OLDFIELD, D. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs p 22 N84-15039 OLDFIELD, D. E. The impact of VHPIC on avionic system architecture, packaging and maintainability p 193 N86-28372 OLDFIELD, M. L. G. Wake-passing in a furbine rotor cascade p 112 N86-29830 The isentropic light piston annular cascade facil ity at P15 N86-29851 OLEARY, G. O. New rotary ng at RAE and experiments on HIRM p 145 N86-27243 OLEARY, C. O. New rotary ng at RAE and experiments on HIRM p 145 N86-27243 OLESEN, J. K. On the relationship of F-region structure in the dayside auroral oval to HF backscatter signatures attributed to the polar cusp p 184 N86-27895 OLLERHEAD, J. B. Rotorcraft noise p 70 N85-28916 OLLIVIER, C. Theory and experimental study of a 3-D jet introduced into the secondary flow of a turbine inlet guide vane p 116 N86-29860 OMAN, C. M. Preflight and postflight motion sickness tessing of the Spaces motion sickness monitoring experiment Spacebab 1 rew p 216 N85-20654 Spatial orientation in weightlessness and readaptation in the polar cusp p 216 N85-20654 Spatial orientation in weightlessness and readaptation in the polar cusp p 216 N85-20654 Spatial orientation in weightlessness and readaptation in the polar cusp p 216 N85-20654 Spatial orientation in weightlessness and readaptation in the polar cusp p 216 N85-20654	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFRELD, Q. D. The evaluation of ACS for helicopters: Conceptual simulation studies to preliminary design p 121 N85-26737 The evolution of ACS for helicopters: Conceptual simulation studies to preliminary design p 125 N85-27890 Flight testing for performance and flying qualities p 70 N85-28920 PAHL, D. A. Hot gas APU starter for advanced aircraft applications p 99 N84-12178 PALLISTER, K. C. Pressure distributions measured on research wing M100 mounted on an axisymmetric body p 81 N85-10023 PALIMBERIQ, B. On the use of marker loads for fatigue crack growth measurements p 201 N85-24332 PALME, J. Computer-based conferencing p 244 N84-21435 PALMER, D. V. Design and robustness analysis of reduced order controllers for large flexible space vehicles p 140 N84-24623 PALO, E. A. A revolutionary design method for VLSI signal processors p 190 N86-28361 PANARAS, A. G. Modelling of the vortex-airfoil interaction p 148 N86-27262
NIEMEYER, M. New aspects improving the availability of digital LOS-radio ralay links deduced from wide-band measurements at 5 and 15 GHz p 164 NB3-30901 NIEUWPOORT, A. M. H. Determination of performance and stability characteristics from dynamic manoeuvres with a transport aircraft using parameter identification techniques p 41 N84-34400 NILSSON, B. S. A. Comparison of flight and wind tunnel buffeting measurements on the SAAB 105 aircraft p 10 N83-30369 NINA, M. N. R. Measurements of fluctuating gas temperatures using compensated fine wire thermocouples p 116 N86-29852 Heat exchangers in regenerative gas turbine cycles p 116 N86-29857 NIPPRESS, K. R. Calibration of air-data systems and flow direction sensors AGARD Flight Test Techniques Senes, volume 1 [AGARD-AG-300-VOL-1] p 197 N84-15530 MOOR, A. K. Impact of new computing systems on computational mechanics and flight-vehicle structures technology p 91 N85-10042 NORBURY, J. R. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N84-24951 NORBURY, J. R. A comparison between predicted and measured propagation loss in the VHF/UHF range in nugged terrain p 175 N85-19285 NORMAN, D. C. Automatic flight control modes for the AFTI/F-111 messon adaptive wing aircraft p 124 N85-26756 Automatic flight control modes for the AFTI/F-111 messon adaptive wing aircraft p 128 N85-27909	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference filters p 237 N85-29765 OLDFIELD, D. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs p 22 N84-15039 OLDFIELD, D. E. The impact of VHPIC on avionic system architecture, packaging and maintainability p 193 N86-28372 OLDFIELD, M. L. G. Wake-passing in a furbine rotor cascade p 112 N86-29830 The isentropic light piston annular cascade facil ity at p 115 N86-29851 OLEARI, A. The pressure deflagration limit of solid rocket propellants p 61 N85-17746 OLEARY, C. O. New rotary ng at RAE and experiments on HIRM p 145 N86-27243 OLESEN, J. K. On the relationship of F-region structure in the dayside auroral oval to HF backscatter signatures attributed to the polar cusp p 184 N86-27896 OLLERHEAD, J. B. Rotorcraft noise p 70 N85-28916 OLLIVIER, C. Theory and experimental study of a 3-D jet introduced into the secondary flow of a turbine inlet guide vane p 116 N85-20852 Space motion suckness monitoring experiment Spacelab 1 crew p 216 N85-20852 Space motion suckness monitoring experiment to Earth's gravity p 219 N85-31811	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFIELD, Q. D. The evaluation of ACS for helicopters: Conceptual simulation studies to preliminary design p 121 N85-26737 The evolution of ACS for helicopters: Conceptual simulation studies to preliminary design p 125 N85-28920 Flight testing for performance and flying qualities p 70 N85-28920 PAHL, D. A. Hot gas APU starter for advanced aircraft applications p 99 N84-12178 PALLISTER, K. C. Pressure distributions measured on research wing M100 mounted on an axisymmetric body p 81 N85-10023 PALMBERO, B. On the use of marker loads for fatigue crack growth measurements p 201 N85-24332 PALME, J. Computer-based conferencing p 244 N84-21435 PALME, J. Design and robustness analysis of reduced order controllers for large flexible space vehicles p 140 N84-24623 PALO, E. A. A revolutionary design method for VLSI signal processors p 190 N86-28361 PANARAS, A. G. Modelling of the vortex-airfoil interaction p 148 N86-27662 PAOLI, C. Advantages gained by the government from a coordination of detense-serospace information p 240 N83-31541
NIEMEYER, M. New aspects improving the availability of digital LOS-radio rallay links deduced from wide-band measurements at 5 and 15 GHz p 164 N83-30901 NIEUWPOORT, A. M. H. Determination of performance and stability characterishics from dynamic manoeuvres with a transport aircraft using parameter identification techniques p 41 N84-34400 NILSSON, B. S. A. Comparison of flight and wind tunnel buffeting measurements on the SAAB 105 aircraft p 10 N83-30369 NINA, M. N. R. Measurements of fluctuating gas temperatures using compensated fine wire thermocouples p 115 N86-29852 Heat exchangers in regenerative gas turbine cycles p 116 N86-29857 NIPPRESS, K. R. Calibration of air-data systems and flow direction sensors. AGARD Flight Test Techniques Senes, volume 1 (AGARD-AG-300-VOL-1) p 197 N84-15530 NOOR, A. K. Impact of new computing systems on computational mechanics and flight-vehicle structures technology p 91 N85-10042 NORBURY, J. R. A system to measure LOS atmospheric transmittance at 19 GHz NORMAN, D. C. Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 124 N85-27808	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference filters p 237 N85-29765 OLDFIELD, D. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs p 22 N84-15039 OLDFIELD, D. E. The impact of VHPIC on avionic system architecture, packaging and maintainability p 193 N86-28372 OLDFIELD, M. L. G. P 112 N86-28372 OLDFIELD, M. L. G. P 112 N86-28372 OLDFIELD, M. L. G. P 115 N86-28372 OLDFIELD, M. L. G. P 115 N86-28851 OLEARI, A. The pressure deflagration limit of solid rocket propellants p 61 N85-17046 OLEARY, C. O. New rotary ng at RAE and experiments on HIRM p 145 N86-27243 OLESEN, J. K. On the relationship of F-region structure in the dayside auroral oval to HF backscatter signatures attributed to the polar cusp p 184 N86-27552 OLLERHEAD, J. B. Rotocraft noise p 18 N85-28916 OLLIVIER, C. Theory and experimental study of a 3-D jet introduced into the secondary flow of a turbine inlet guide vane p 116 N86-28860 OMAN, C. M. Preflight and positilight motion suckness testing of the Spacelab 1 p 216 N85-28052 Spatial orientation in weightlessness and readaplation to Earth's grawity p 219 N85-31811	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFRELD, Q. D. The evaluation of ACS for helicopters: Conceptual simulation studies to preliminary design p 121 N85-26737 The evolution of ACS for helicopters: Conceptual simulation studies to preliminary design p 125 N85-27890 Flight testing for performance and flying qualities p 70 N85-28920 PAHL, D. A. Hot gas APU starter for advanced aircraft applications p 99 N84-12178 PALLISTER, K. C. Pressure distributions measured on research wing M100 mounted on an axisymmetric body p 81 N85-10023 PALIMBERIG, B. On the use of marker loads for fatigue crack growth measurements p 201 N85-24332 PALME, J. Computer-based conferencing p 244 N84-21435 PALMER, D. V. Design and robustness analysis of reduced order controllers for large flexible space vehicles p 140 N84-24623 PALO, E. A. A revolutionary design method for VLSI signal processors p 190 N86-28361 PANARAS, A. G. Modelling of the vortex-airfoil interaction p 148 N86-27262 PAOLI, C. Advantages gained by the government from a coordination of defense-aerospace information p 240 N83-31541
NIEMEYER, M. New aspects improving the availability of digital LOS-radio ralay links deduced from wide-band measurements at 5 and 15 GHz p 164 NB3-30901 NIEUWPOORT, A. M. H. Determination of performance and stability characteristics from dynamic manoeuvres with a transport aircraft using parameter identification techniques p 41 N84-34400 NILSSON, B. S. A. Comparison of flight and wind tunnel buffeting measurements on the SAAB 105 aircraft p 10 N83-30369 NINA, M. N. R. Measurements of fluctuating gas temperatures using compensated fine wire thermocouples p 115 N86-29852 Heat exchangers in regenerative gas turbine cycles p 116 N86-29857 NIPPRESS, K. R. Calibration of air-data systems and flow direction sensors. AGARD Flight Test Techniques Senes, volume 1 [AGARD-AG-300-VOL-1] p 197 N84-15530 MOOR, A. K. Impact of new computing systems on computational mechanics and flight-vehicle structures technology p 11 N85-10042 NORBURY, J. R. A system to measure LOS atmospheric transmittance at 19 GHz p 169 N84-24951 NORLAND, M. A comparison between predicted and measured propagation loss in the VHF/UHF range in rugged terrain p 175 N85-19285 NORMAN, D. C. Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 124 N85-26756 Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 124 N85-27909 NORTH, R. J.	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference fitters p 237 N85-29765 OLDFIELD, D. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs p 22 N84-15039 OLDFIELD, D. E. The impact of VHPIC on avionic system architecture, packaging and maintainability p 193 N86-28372 OLDFIELD, M. L. G. Wake-passing in a turbine rotor cascade p 112 N86-29830 The isentropic light piston annutar cascade facility at RAE Pyestock p 115 N86-29851 OLEARI, A. The pressure deflagration limit of solid rocket propellants p 61 N85-17046 OLEARY, C. O. New rotary ng at RAE and experiments on HIRM p 145 N86-27243 OLESEN, J. K. On the relationship of F-region structure in the dayside auroral oval to HF backscatter signatures attributed to the polar cusp p 184 N86-27552 OLLERHEAD, J. B. Rotorcraft noise p 70 N85-28916 OLLIVIER, C. Theory and experimental study of a 3-D jet introduced into the secondary flow of a turbine inlet guide vane p 116 N86-29860 OMAN, C. M. Preflight and positilight motion sickness testing of the Space motion sickness monitoring spacellab 1 p 216 N85-20654 Spatial orientation in weightlessness and readaplation to Earth's gravity p 219 N85-31811 OMMOLT, L. Penguin warhead safety tests p 59 N85-17031	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFRELD, Q. D. The evaluation of ACS for helicopters: Conceptual simulation studies to preliminary design p 121 N85-26737 The evolution of ACS for helicopters: Conceptual simulation studies to preliminary design p 125 N85-27890 Fight testing for performance and flying qualities p 70 N85-28920 PAHL, D. A. Hot gas APU starter for advanced aircraft applications p 99 N84-12178 PALLISTER, K. C. Pressure distributions measured on research wing M100 mounted on an axisymmetric body p 81 N85-10023 PALMBERG, B. On the use of marker loads for fatigue crack growth measurements p 201 N85-24332 PALME, J. Computer-based conferencing p 244 N84-21435 PALME, J. Design and robustness analysis of reduced order controllers for large flexible space vehicles p 140 N84-24623 PALO, E. A. A revolutionary design method for VLSI signal p 190 N86-28361 PANARAS, A. G. Modelling of the vortex-airfoil interaction p 148 N86-27262 PAOLI, C. Advantages gained by the government from a coordination of defense-serospace information p 240 N83-31541 PAOMESSA, A. Cabin noise reduction for a new development turboprop commuter aircraft p 74 N86-11173
NIEMEYER, M. New aspects improving the availability of digital LOS-radio rallay links deduced from mide-band measurements at 5 and 15 GHz p 164 NB3-30901 NEUWPOORT, A. M. H. Determination of performance and stability characteristics from dynamic maneuvies with a transport aircraft using parameter identification techniques p 41 N84-34400 NILSSON, B. S. A. Comparison of flight and wind tunnel buffeting measurements on the SAAB 105 aircraft p 10 N83-30369 NINA, M. N. R. Measurements of fluctuating gas temperatures using compensated fine wire thermocouples p 115 N86-29852 Heat exchangers in regenerative gas turbine cycles p 116 N86-29857 NIPPRESS, K. R. Calibration of air-data systems and flow direction sensors. AGARD Flight Test Techniques Senes, volume 1 [AGARD-AG-300-VOL-1] p 197 N84-15530 NOOR, A. K. Impact of new computing systems on computational mechanics and flight-vehicle structures technology p 1 N85-10042 NORBURY, J. R. A system to measure LOS atmosphenic transmittance at 19 GHz NORBURY, J. R. A comparison between predicted and measured propagation loss in the VHF/JHF range in rugged terrain p 175 N86-19285 NORMAN, D. C. Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 124 N85-26756 Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 128 N85-27909 NORSTRUD, H. Formulation of the Euler boundary value problem p 82 N86-15258	Fast synchronization model for UHF spread-spectrum communication system p 176 N85-19296 OLBRIGHT, G. Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference filters p 237 N85-29765 OLDFIELD, D. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs p 22 N84-15039 OLDFIELD, D. E. The impact of VHPIC on avionic system architecture, packaging and maintainability p 193 N86-28372 OLDFIELD, M. L. G. Wake-passing in a turbine rotor cascade p 112 N86-29830 The isentropic light piston annutar cascade facil ity at RAE Pyestock p 115 N86-29851 OLEARI, A. The pressure dellagration limit of solid rocket propellants p 61 N85-17046 OLEARY, C. O. New rotary ng at RAE and experiments on HIRM p 145 N86-27243 OLESEN, J. K. On the relationship of F-region structure in the dayside auroral oval to HF backscatter signature sattributeu to the polar cusp p 184 N86-27552 OLLERHEAD, J. B. Rotorcraft noise p 70 N85-28916 OLLIVIER, C. Theory and experimental study of a 3-D jet introduced into the secondary flow of a turbine inlet guide vane p 116 N86-29660 OMAN, C. M. Preflight and positilight motion sickness tesng of the Space motion sickness monitoring superiment Spacelab 1 crew p 216 N85-20652 Space motion sickness monitoring superiment Spacelab 1 crew p 219 N85-31811 OWHEN, R.	PACORI, F. Use of a small scale wind tunnel and model shop at Aeronautica Macchi as an industrial tool p 35 N84-23585 PADFIELD, Q. D. The evaluation of ACS for helicopters: Conceptual simulation studies to preliminary design p 121 N85-26737 The evolution of ACS for helicopters: Conceptual simulation studies to preliminary design p 125 N85-27890 Flight testing for performance and flying qualities p 70 N85-28920 PAHL, D. A. Hot gas APU starter for advanced aircraft applications p 99 N84-12178 PALLISTER, K. C. Pressure distributions measured on research wing M100 mounted on an axisymmetric body p 81 N85-10023 PALMEEN, B. On the use of marker loads for fatigue crack growth measurements p 201 N85-24332 PALMEE, J. Computer-based conferencing p 244 N84-21435 PALMER, D. V. Design and robustness analysis of reduced order controllers for large flexible space vehicles p 140 N84-24623 PALO, E. A. A revolutionary design method for VLSI signal processors p 190 N86-28361 PANARAS, A. G. Modelling of the vortex-airfoil interaction p 148 N86-27262 PAOLI, C. Advantages gained by the government from a coordination of defense-serospace information p 240 N83-31541 PAONESSA, A. Cabin noise reduction for a new development turboprop commuter aircraft p 74 N86-11173

Wind modelling for increased aircraft operational efficiency p 68 N85-26652

-

Cryogenic test technology. 1984 [AGARD-AR-212]

p 158 N85-29116

PERSONAL AL
PAPAILIOU, K. Boundary laye
ravalution
PAPUCHON, M. Integrated electionsubstrates
PAQUIN, A. TUTOR (CL-41.
PARKER, D. E. Thresholds for
prolonged weighti Reinterpretation
Reinterpretation space motion sici PARRY, G.
Optical bistabili
PARSLOW, N. An empirical ap
PASSERON, L. Overcoming L
satellites PATAT, F.
Study of the of Results and persupatel, D. R.
Nonadiabatic performance in a
PATIN, J. F.
for satellites PATTERSON, D. O VHSiC today a PATTINSON, N. P. The integration
VHStC today a PATTINSON, N. P. The integration
aircraft
PATTON, J. F. Tactical require system design PAUL, A. K.
F-region variab
PAULET, M. Advanced tec synthesis and sin PAULIN, J. L. Study of the tr of previously frag PAULL, R. M.
synthesis and sin
of previously frag
high performance
next decade PAULON, J.
Influence and turbomachines PAUSDER, H. J. Mission require
PAYNE, B. W. Aeroelastic de
stage PEACOCK, C. L., L. Effects of long
• • • • • • • • • • • • • • • • • • • •
Silicon solar c and low illumit
PEAKE, D. J. Control of the f
rradiation PEAKE, D. J. Control of the fair injection Part recovery of fighte
structure On issues cond in three dimension PECKHAM, D. H.
PECKHAM, D. H. Investigations
Investigations compressibility o low-speed wind the PEDERSEN, J. T.
PEDERSEN, J. T. Software confi

UTHOR INDEX rer development on rotating bodies of p 102 N84-16204 octrooptical components using dielectric p 238 N85-29767 11A) tail flight load survey p 46 N85-15678 detection of linear oscillation following essness p 219 N85-31810 on of otolith input as a primary factor in ckness p 219 N85-31812 inty in Cd(x)Hg(1-x)Te n 236 N85-29760 appraisal of defects in composites p 153 N84-10211 unobservability in 3-axis stabilization of p 138 N84-24610 cardiovascular system in microgravity p 220 N85-31816 model wall effects on transonic airfoil cryogenic wind tunnel p 34 N84-23579 esting of a carbon-epoxy trellis structure p 135 N83-30483 p 187 N86-28338 ind tomorrow n of flight and engine control for VSTOL p 19 N84-12070 rements impact on avionics/weapon p.22 N84-15036 oility and HF-propagation p 203 N84-15658

chnology for SAM systems analysis p 141 N84-31249 ransition from deflagration to detonation mented propellants p 59 N85-17032 r standards for selection and retention of e pilots in the USAF. Perspectives for the p 226 N86-30313

nd tip clearance measurement in p.116 N86-29854

ements and handling qualities p 70 N85-28918

esign of civil transports at the project p 15 N84-11120

g duration exposure to simulated space ionmetallic materials properties

p 136 N83-30489 ell characterization at low temperatures nation as a function of particulate p 137 N83-30491

forebody vortex orientation by asymmetric A Application to enhance departure/spin er aircraft and Part B Details of the flow p 119 N84-10088 cerning flow separation and vortical flows ons p 75 N84-12100

into the effects of scale and n lift and drag in the RAE 5m pressurized tunnel p 51 N85-16773

iguration management at work p 6 N83-22130

Flight test techniques used for proof of structural integrity of Tornado when carrying external stores

p 43 N84-34413 PELEGRIN, M. J

Active control technology: Past, present, tuture p 121 N85-26731
Active Control Technology (ACT) Past, present and p 124 N85-27884 future PELISSERO, A.

Tornado flight control software validation: Methodology Autopilot performance evaluation Tornado expenence p 42 N84-34407 PELL, C.

nology for future radar p 192 N86-28368 Advanced signal processing techn

PELLATT, D. A. nentation of image processing algorithms

PERANGELO, H. J.

Application of advanced parameter identification methods for flight flutter data analysis with comparisons current techniques p 41 N84-34401

Visual function and the definition of three exposure to laser radiation p 214 N84-33019 PERDZOCK, J. M.

ERDZOCK, J. Sm.
Design and development of the multifunction injunction to total control reference system p 18 N84-12065
Application of multifunction strapdown inertial system p 88 N84-25698

PEREBOOM, P. L An extended real-time microwave airplane position stem p.44 N84-34419 PERIARD J. R.

Overview of RADC adaptive antenna developments for communications p 177 N85-19299 p 177 N85-19299 PERSEN, L. N.

The break-up mechanism of a streamwise directed p 79 N84-12123

PESQUIES, P. C. Sustained physical activity in diverse situations.

Metabolic and hormone data p 209 N84-21077 PETERS. W. L.

Test techniques for jet effects on fighter aircraft
p 36 N84-23589

PETERSEN. A Some results from a programme of research into the structure of vortex flow fields around missile shapes p 77 N84-12111

PETERSON, V. L. Trends in computational capabilities for fluid dynamics p 63 N85-25172

Aeroelasticity and optimization at the design stage p 16 N84-11131 Aeroelastic analysis and the identification of fli p 46 N85-15679 PETOT, D. Dynamic behavior of a propfan p 72 N86-11159

PETRIE, L. E. Equipment Antenna systems p 159 N83-30868 p 160 N83-30872 Adaptive systems in operation PEYGHAMBARIAN, N.

Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference filters p 237 N85 29765

PHILIPPE, J. J. A survey of recent development in helicopte PHILLIPS, P. W.

Aerothermodynamic flight envelope expansion for a manned lifting reentry vehicle (space shuttle) p 9 N83-30359

PIANKO, M. Propulsion and energetics panel working group 14 on suitable averaging techniques in nonuniform internal

AGARD-AR-182(ENG) Propulsion and Energetics Panel Working Group 14 on suitable averaging techniques in non-uniform internal

flows AD-A133968 p 107 N86-24692 PICHOIR, R.

Practical implications of the use of aluminide coatings for the corrosion protection of superalloys in gas turbines p 150 N84-33476 PIETERSEN. O. B. M.

Simulation of the performance of adaptively controlled Navstar antennas in battlefield scenarios p. 176 N85-19292

PINCKERT, R. E. The F-15 flight loads tracking program p 45 N85-15666

Inconel 718 alloy resistance to crack propagation p 105 NB5-15740 PIRQUIN, G.

Treadmill spirogrametry in the selection and screening of high-performance combat aircraft pilots in the Beligar Air Force p 228 N86-3032 p 228 N86-30325

ents of fluctuating gas temperatures using Measureme compensated fine wire thermocouples p 115 N86-29852

PLEIJSIER, A. Functional built-in-test in a pipelined image processor p.48 N85-16740 PLISSON, F.

A floating point processor for missife guidance p 191 N86-28366 POIRIER, J. L.

The use of ECG changes caused by acceleration as tolerance prediction factors p 226 N86-30316 POISSON-QUINTON, P.

p 33 N84-23574

Parasitic and interference drag prediction and iduction p.84 N86-15272 reduction Technical evaluation report on the Fluid Dynamics Panel Symposium on Aerodynamics and Acoustics of Propellers p 85 N8€-19298

POLICELLA, H.
Crack growth, strain and damage measurements using

an improved potential drop technique p 109 N86-25372 POLL D. L.A.

On the generation and subsequent development of spinal vortex flow over a swept-back wing p 76 N84 12105

Transition description and prediction in p 194 N84-33761 On the relaxation of a turbulent boundary layer after an encounter with a forward facing step p 53 N85-16789

PONSFORD, J. S. Cyclic endurance testing of the RB211-22B cast HP turbine blade p 106 N85-15747

POOL, A. Trajectory measurements for take-off and landing tests and other short-range applications volui [AGARD-AG-160-VOL-16] p p 197 N85-25801 POPP. R. L.

Changes in cardiovascular function Weightlessness and ground-based studies p 220 N85-31815 PORCHERON, B.

Detailed study of the flow around a multi-Comparison with calculations p 5 p 51 N85-16775

PORET, L.
Inconel 718 alloy resistance to crack propagation
p 105 N85-15740

PORRATO, F. A theoretical/experimental technique to evalu p 13 N83-30382 separation characteristics

PORRO, F.
Advanced ND techniques for composite primary p 154 N84-10216 PORTER, B.

Microprocessor implementation of fast-sampling direct gital flight-mode controllers p.t. N83-22096 digital flight-mode controllers PORTHOUSE, D. T. C.

Numerical simulation of stalling flows by an integral pushion method p 102 N84-16199 equation method

SHF/EHF ray bending p 182 N86-27541 POTHECARY, I. J. W.

Meteorological and oceanographic support during the Falklands conflict p 234 N85-20769 POTTER, J. M.
Evaluation of small cracks in airframe structures

p 199 N83-31062

Fatigue crack topography and crack growth analysis p 201 N85-24333 POTTER, R. T.

The significance of defects and damage in composite structures p.155 N84-10219 POTTIER, J. M.

Study of the cardiovascular system in microgravity lesuits and perspectives p 220 N85-31816 p 220 N85-31816 POUAGARE, M.

Annulus wall boundary layer development in a

compressor stage, including the effects of tip clearance p 103 N84-16207

POURCELOT, L. Study of the cardiovascular system in microgravity esuits and perspectives p 220 N85-31816 POWELL, D. J.

A solid-state map display for rapid response operation p 89 N86-26323 POWELL, D. R.

lable avionic data transmission

p 129 N86-20405 POWERS, B. G.

Space shuttle pilot-induced-oscillation research testing p 61 N85-22351 Active control technology experience with the Space outlie in the landing regime p 123 N85-26747 Shuttle in the landing regime Active control technology experience with the Space Shuttle in the landing regime p 126 N85-27900

Word processors in aerospace detense information services. Use of distributed information systems by the Office of the Secretary of Defense. p. 243. N84-21429

Continuous ECG monitoring of Mirage 2000 pilots (comparison with Mirage 3 and F1 pilots)

p 226 N86-30315 Physical training of Mirage: 100 pilots p 227 NR6-30324

PRABINI, R. K. An asymptotic theory for the interference of large aspect ratio swept wings and multiple propeller slipstreams p. 73 N86-11167

PRATT, T. depolarization on low-angle 2 GHz satellite nks p 169 N84-24946

D 118 NB3-34956

Technical evaluation report on the Guidance and Control Painet 35th Symposium on Advances in Guidance and

REDIESS, H. A.

PREUSS, L. Spacecraft thermal control selection for seven years etime in synchronous orbit p 135 N83-30482 PRICE, C. F. isient combustion. An important consideration in deflagration-to-detonation transition p 60 N85-17037 Practical considerations in the introduction nents analysis technique p 4 N83-22118 RICE, D. ICE, D.
Light emitting diodes p. 96 N83-30419
The impact of VLSI on guidance and control system p.68 N85-26654 PRICE, D. R. CE, D. R. Aeromedical support in military helicopter operations p 212 N84-26280 Aeromedical lessons learned with night vision device p 223 N86-26810 PRICE, E. A., JR. CE, E. A., JH.

Test techniques for jet effects on lighter aircraft
p 36 N84-23589 PRICE, E. M. Potential impact of Navstar GPS on NATO tactical p 233 N85 20763 PRIDGEN, J. H. ion benefits of a very high throughput image tracker p 191 N86-28365 PRIESTLEY, R. N. Low cost two gimbal inertial platform and its system integration p 69 N85-26661 The European Transonic Windtunnel (ETW)
p 32 N84-23566 PRINZ R Growth of delaminations under fatigue loading p 153 N84-10208 PROBST, T. The European vestibular experiments of the Spacelab-1 n 219 NB5-31808 ission
Some results of the European vestibular experiments in the Spacelab-1 mission p 219 N85-31809 in the Spacelab-1 mission PROELSS, G. A study of ULF propagation at high southern latitudes sing sterics p.186 N86-27561 p 186 N86-27561 PRONK, N. Transonic flutter clearance for a supercritical transport aircraft in the preliminary stage p 15 N84-11121 PROVIDAKES, G. F. p 182 N86-27541 PSARUDAKIS, P. Aerodynamic computation method of airfoil cascades subjected to viscous flow p 102 N84-16198 PUCCETTI, G. CETTI, G.

Tactical HF communication for military helicopters using

NVIS mode p 56 N85-16807 the NVIS mode PUCHER, M. Secondary power systems for fighter aircraft experiences today and requirements for a next generation p.98 N84-12171 PUECH, C. rated electrooptical components using dielectric les p 238 N85-29767 substrates PUECH M bution of standard X-ray to cardiovascular exploration during the clinical examination of flying personnel p 210 N84-21088 PULFORD, K. J. Configuration management and the ADA programs support environment p 6 N83-22131 UNIT, ...

Dynamic behaviour of spherical and asymmetric personal forces exposed to . Gz-acceleration forces p 224 N86-26816 PURSLOW, D.

Fractographic analysis of failures in CFRP

Q

nenc Modelling and HF radio systems at h

CUEBARD, C.
The 310 airbus test in the ONERA wind tunnel
archive and comparison p 35 N84-23587

p 53

NB6-27543

-dependent pressures

p 152 N84-10204 Recent developments in the measurement of p 37 N84-23601 Correlation problems between flutter flight test data and ground tests/calculation results for a variable sween wing p 12 N83-30379 eep and wake physiology in weightlessness p 221 N85-31819 Pneumatic turbulators A device for drag reduction Reynolds numbers below 5 million p 53 N85-16

QUESTED, P. N. Trace elements in superalloys and the implications for cycling p 151 N84-33484 recyclina QUINLIVAN, R. systems

Control Systems [AGARD-AR-195] The state-of-the-art and future of flight control esterns p.121 N85-26732 Ground and flight testing for aircraft guidance and QUINN, J. M. control Characteristics of high latitude meteor sca propagation parameters over the 45 - 104 MHz band AGARD-AG-262 n 61 N85-22350 REDING, J. P.

Practical solutions to simulation difficulties in subs p 186 N86-27565 QUINN, W. J. nd tunnel tests Hardware-in-the-loop simulation techniques used in the evelopment of the Sea Harrier avionic system REEDER M J Investigation, reporting and analysis of US Army aircraft coldent p.28 N84-15077 accident REETZ, F., III p.27 N84-15071 Visual and spectroradiometric performance criteria for R Night Vision Goggles (NVG) compatible aircraft interp 222 N86-26807 lighting REHMANN, K. V. RABIN. U. H. Thermal cycling tests on materials and components for space applications p 137 N83-30496 Flight testing and development of the F/A-18A digital ight control system p 122 N85-26743 flight control system p 122 N85-26743
Flight testing and development of the F/A-18A digital REHMANN, W. flight control system Calculations on technical requirements for protection p 126 N85-27896 RACIMOR, P. devices against a nuclear light flash Modelling the thermal explosion phenomenon in solid 0 224 N86-26819 German development of a LC-tiashbindness de-The case of fixed and variable p 61 N85-17044 propellants temperatures RADONS, U. p 224 N86-26820 REICHERT, G. er aeromechanics Introduction and historical Transient thermal behaviour of a compressor rotor with Transient thermal penaviour or a computation Test results under simulated engine p 116 N86-29856 D 69 N85-28914 RADOVCICH, N. A. End-wall boundary layer measurements ents in a two-stage p 103 N84-16208 inary Aeroelastic Design of Structures (PADS) far methods development and application REID. L. D. Technical evaluation report on the Flight Mechanics p 14 N84-11117 Symposium on Active Control Systems
Evaluation and Projections RAIZENNE M. D. AGARD Cooperative Test Progamme on titanium allow AGARD-AR-2201 engine disc material gine disc material p 108 N86-25369
Practical experience with damage tolerance based life p 121 N85-26730 REIDER, S. B. Alternate cooling configurations for gas turbine pmbustion systems p 114 N86-29845 extention of turbine engine components p 111 N86-25383 combustion systems RAMACHANDRAN, K. REILE. E. JACHANDRAN, K.
The treatment of convected vortices in compressible obtential flow p 79 N84-12121 Transient thermal behaviour of a compressor rotor with ventilation Test results under simulated engine conditions p 116 N86-29856 RAMBACH, D. The relations between the numerical control of the REULY M Maintaining consistency and accommodating network repair in a self-regenerative distributed database management system (a discussion of the means and cost) 968 NBS-26656 engine and other aircraft functions p 18 N84-12062
RANDOLPH, D. I. nes and human performance p 224 N86-26822 RANG, E. R. REIMANN, W. H. MANN, W. H.

Damage tolerance design concepts for military nignes p 107 N86-25363 Design validation of fly-by-wire flight control systems p 130 N86-20409 RANGNITT, D. REINISCH B. W Control aspects as elaborated in space rendezvous p 139 N84-24616 natic electron density profiles from simulations p 204 N84-15659 RANIERI R Multipath and Doppler observations during transatlantic digital HF propagation experiments p 174 N85-19281 Automatic error detection and onboard intelligent units for utomatic error detection and recovery techniques in pace and avionic p 50 N85-16756 REISING, J. M. The cockpit of the year 2000. How big a step? RANSOM, E. C. P. introduction and review of some jet interference p 230 N85-19667 REMBOLD, B. phenomena relevant to V/STOL aircraft A mm-wave collision warning device for helicopters p 39 N84-25626 p 163 N83-30895 Vortical flow management for improved configuration LPI-radar for helicopter obstacle warning D 56 NB5.16810 rodynamics Recent experiences p.80 RENIER, O. RAPHEL C. RAPMEL C.
Variations in states of alertness during continuous operations at the control post level p 208 N84-21068
Psycho-ergonomic problems presented by the prolonged wearing of gas masks p 208 N84-21073
RASMUSSEN, J. E. Recent developments in techniques for dynamic simulation for the identification of stability parameters p 146 N86-27246 RENKEN, J. H. ASMUSSEN, J. E.

Conductivity profiles of the disturbed polar ionosphere from VLF reflection data p 186 N86-27560

Characteristics of high latitude meteor scatter propagation parameters over the 45-104 MHz band ound and inflight operational effects of APU's REMSHALL I Testing of flexible deployed solar array (L-SAT) p 186 N86-27565 RESCHKE, M. F. RATCLIFFE, S. rediction of the space adaptation syndro-Management and planning concepts D 86 N83-22185 Space adaptation syndrome: Incidence and operational RAUSCHER, E. implications for the space transportation Structural flight load measurement demonstration ion system program p 216 N85-20655 tructural integrity p 45 N85-15670 Thresholds for detection or more prolonged weightlessness p 219 Neo-oronged Reinterpretation of otolith input as a primary factor in p 219 Neo-31812 RAUSCHER, N. P. Military applications of meteorological satellity p 234 N85-20767 RAY, E. J. High Reynolds number tests of the cast 10-2/DOA2 RESHOTKO, E. High Heynoids number tests of the data transonic airfoil at ambient and cryogenic temperature conditions p 33 N84-23575 ent and receptivity p 194 N84-33760 Laminar flow control - viscous simulated conditions REASON, B. R. p 194 N84-33764 ASON, B. FI.

Root stresses in conformal gears-strain gauge and hotoelastic investigations p.94 N85-23787 Low Reynolds number vehicles [AGARD-AG-288] photoelastic investigations
REDAELLI, R. p 81 N85-26666 RESSEGUIER, J. Automatic error detection and recovery techniques in onboard intelligent units for space and aviginic Preguidance and piloting with the aid of composite inertial sensors все and avкинс p50 N85-16756 P 67 N85-26646 application REDDICK, H. K., JR. RETH, R. D. V. DONCK, H. K., JR.
US Army helicopter operational flight loads
p 46 N85-15675 Evaluation of nose, roof, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters p.56. N85-16808

PYNE, C. R.

PYRAH, R.

QUADENS, O.

QUAST. A

QUEGAN, S.

RETTIE, I. H.	ROBERTS, L.	ROWTHORN, E. N.
Aerodynamic design for overall vehicle performance	On the structure of the furbulent vortex	New rotary rig at RAE and experiments on HIRM
p 20 N84-12077 Interference problems in aircraft design	p 76 N84-12102 ROBERTS, N. J., JR.	p 145 N86-27243 ROY, S. D.
p 21 N84-12084	The biological effects of radiofrequency radiation	The design and development of an integrated core
REY, J. A. Towards the functional partitioning of highly integrated.	p 179 N85-27131 Review of epidemiological studies of human exposures	system for battlefield helicopters p 56 N85-16811
fault tolerant avionics signal processors	to radiofrequency radiation p 180 N85-27134	ROYLANCE, M. E. Characterization of cumulative damage in composites.
p 24 N84-15047	ROBINSON, T.	during service p 153 N84-10210
REYNARD, W. D.	Anomalous absorption effects produced by high power radio waves in the high latitude ionosphere	RUBEN, H. D.
Incident reporting: Its role in aviation safety and the acquisition of human error data p 29 N84-15081	p 160 N83-30878	The Civil Aircraft Airworthiness Data Recording
REYNOLDS, W. C.	ROCH, J. L.	Programme p 28 N84-15079 RUDD, J. L.
Unsteady turbulent boundary-layer experiments with	The use of a self-compensated magnetometer in an economical navigation system for the helicopter	Evaluation of small cracks in airframe structures
rapidly changing free-stream conditions p 144 N86-27233	p 67 N85-26650	p 199 N83-31062 RUDNITSKI, D. M.
RIAZUELO, S.	A mission navigation and control system for modern military helicopters p 90 N86-26327	Performance derivation of turbojets and turbofans from
Auxiliary power units for wide-body aircraft	ROCHA, L. G.	tests in sea-level test cells p 131 N84-25728
p 99 N84-12174 RIBADEAU-DUMAS, C.	Air traffic services in Portugal Civil-military coordination	RUDOLPH, F. J.
Exploration of arterial function using Doppler flow	aspects p 86 N83-22183 ROCHE, C.	Flight test techniques used for proof of structural integrity of Tornado when carrying external stores
determination Application to aeronautical and space	The Canadian programme of experimental measurement	p 43 N84-34413
medicine p 211 N84-21091 RICHARDS, W. R.	of sea-state characteristics by sky-wave radar	RUFFNER, G. Implementing microprocessor technology in aircraft
ACT applied to helicopter flight control	p 203 N84-15657 RODDE, A. M.	electrical power generating system control
p 122 N85-26738	Modern propeller profiles p 71 N86-11152	p 100 N84-12185
ACT applied to helicopter flight control p 125 N85-27891	RODE, R. L. Concept of a fighter aircraft weapon delivery system	RUO, S. Y. Computation of unsteady transonic flows about
RICHARDSON, D. F.	p 26 N84-15064	two-dimensional and three-dimensional AGARD standard
Predicted and flight test results of the performance and	RODGER, A. S.	configurations p 65 N85-25183
stability and control of the space shuttle from reentry to landing p.9. N83-30360	The variability and predictability of the main F-region trough determined using digital ionospheric sounder data	RUPP, S. The effect of recycling on cast structures and the internal
landing p 9 N83-30360 RICHARDSON, M. A.	p 185 N86-27555	character of IN100 alloy A laboratory study
Integrated control and display systems for helicopter	RODGERS, C.	p 152 N84-33485
battlefield mission management p 56 N85-16805	Small auxiliary power unit design constraints p 98 N84-12172	Some propagational aspects of frequency allocation and
RICHTER, J. M. Tropospheric propagation assessment	RODI, W.	frequency sharing p 160 N83-30875
p 171 N84-24965	Calculation of laminar-turbulent boundary layer transition	RUSHFORD, M. C.
RICHTER, K. D.	on turbine blades p 113 N86-29839 ROECKER, L.	Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference filters
Impact of future aircombat characteristics on pilot performance and cockpit design p 229 N85-19661	Cardiovascular research in space. Problems and	p 237 N85-29765
Cockpit automation requirements derived from mission	results p 220 N85-31817 ROESCH, P.	RUSSO, A. The role of aeroelasticity in the preliminary design of
functions data p 88 N86-26318 RICKETSON, D. S., JR.	A survey of recent development in helicopter	helicopter rotors p 16 N84-11130
Investigation, reporting and analysis of US Army aircraft	aerodynamics p 70 N85-28915	RUTHERFORD, D. A.
accident p 28 N84-15077	ROGERS, A. S. Workload of personnel engaged in air defence	The effect on software design of testing by symbolic execution p 49 N85-16750
RIDER, G. C. A long range propagation experiment to investigate the	p 209 N84-21079	RYAN, P.
incidence of anomalous propagation in the north Atlantic	ROGERS, S. P.	Prediction of the space adaptation syndrome
p 205 N84-15669	A Computer-generated topographic display system for navigation and mission planning in helicopters	p 215 N85-20646 RYNASKI, E. G.
RIDGELY, D. B.	navigation and mission planning in helicopters p 55 NB5-16800	RYNASKI, E. G. Flight control system design using robust output
PIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles	navigation and mission planning in helicopters p 55 N85-16800 ROHLF, D.	RYNASKI, E. G.
RIDGELY, D. 8. Design and robustness analysis of reduced order controllers for large flexible space vehicles p. 140 N84-24623	navigation and mission planning in helicoptors p.55 N85-16800 P.55 N85-16800 NOHLF, D. Identification of aircraft characteristics including gust induced dynamic effects p.148 N86-272b3	RYNASKI, E. G. Flight control system design using robust output observers p 3 N83-22105
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p 140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests	navigation and mission planning in helicopters p.55 NB5-16800 ROMLF, D. Identification of accraft characteristics including gust induced dynamic effects p.148 NB6-27263 ROMIER, A.	RYNASKI, E. G. Flight control system design using robust output
RIDGELY, D. 8. Design and robustness analysis of reduced order controllers for large flexible space vehicles p 140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16	navigation and mission planning in helicopters p 55 N85-16800 ROHLF, D. Identification of aircraft characteristics including gust induced dynamic effects p 148 N86-27263 ROMIER, A. Austiliary power systems with gas turbines	RYNASKI, E. G. Flight control system design using robust output observers p 3 N83-22105 SACCO, V.
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p 140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests	navigation and mission planning in helicopters p.55 N85-16800 ROHLF, D. Identification of aircraft characteristics including gust induced dynamic effects p.148 N86-27253 ROMIER, A. Auxilhary power systems with gas turbines p.98 N84-12170 ROMMEL, B. A.	RYNASKI, E. G. Flight control system design using robust output observers p 3 N83-22105 S SACCO, V. Slatistical data on anomalous propagation in the
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p.140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16. [AGARD-AG-160-VOL-16] p.197 N85-25801 RINO, C. L. Propagation effects in satellite-borne synthetic aperture	navigation and mission planning in helicoptors P 55 N85-16800 ROHLF, D. Identification of accraft characteristics including gust induced dynamic effects P 148 N86-27253 ROMIER, A. Auxiliary power systems with gas turbines P 98 N84-12170 ROMMEL, B. A. The development of FAST-FLOW (a program for flutter	RYNASKI, E. G. Flight control system design using robust output observers p 3 N83-22105 SACCO, V.
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p 140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-161 p 197 N85-25801] RIMO, C. L. Propagation effects in satellite-borne synthetic aperture radars p 202 N84-15650	navigation and mission planning in helicopters p 55 N85-16800 ROHLF, D. Identification of accraft characteristics including gust induced dynamic effects p 148 N86-27253 ROMIER, A. Auxiliary power systems with gas turbines p 98 N84-12170 ROMIEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements) p 15 N84-11124	RYMASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrthenian Sea using an X-band link SACHER, P. P 205 N84-15668
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p. 140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-161 p. 197 N85-25801] RINO, C. L. Propagation effects in satellite-borne synthetic aperture radars p. 202 N84-15650 Propagation effects on satellite-borne synthetic aperture radars p. 182 N86-27539	navigation and mission planning in helicopters P. 55 N85-16800 ROHLF, D. Identification of aircraft characteristics including gust induced dynamic effects P. 148 N86-27253 ROMIER, A. Auxilhary power systems with gas turbines P. 98 N84-12170 ROMMEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements) P. 15 N84-11124 ROSCOE, A. H.	RYNASKI, E. G. Flight control system design using robust output observers p.3 N83-22105 S SACCO, V. Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link P. 205 N84-15668 SACHER, P. Numerical solutions for three-dimensional cases. Swept
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p 140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-161] p 197 N85-25801 RIMO, C. L. Propagation effects in satellite-borne synthetic aperture radars p 202 N84-15650 Propagation effects on satellite-borne synthetic aperture radars p 182 N86-27539 RISING, J. J.	navigation and mission planning in helicopters p 55 N85-16800 ROHLF, D. Identification of accraft characteristics including gust induced dynamic effects p 148 N86-27253 ROMIER, A. Auxiliary power systems with gas turbines p 98 N84-12170 ROMIEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements) p 15 N84-11124	RYMASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrthenian Sea using an X-band link SACHER, P. Numencal solutions for three-dimensional cases. Swept wings p 83 N86-15263 SACHS, G.
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p. 140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-161 p. 197 N85-25801] RINO, C. L. Propagation effects in satellite-borne synthetic aperture radars p. 202 N84-15650 Propagation effects on satellite-borne synthetic aperture radars p. 182 N86-27539	navigation and mission planning in helicopters P 55 N85-16800 ROMLF, D. Identification of accretic characteristics including gust induced dynamic effects P 148 N86-27253 ROMIER, A. Auxilhary power systems with gas turbines P 98 N84-12170 ROMMEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements) P 15 N84-11124 ROSCOE, A. H. Assessing pilot workload in flight P 42 N84-34408 ROSEN, C. C., III Producibility and cost studies of aviation kerosene	RYMASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link SACHER, P. Numencal solutions for three-dimensional cases. Swept wings SACHS, G. Direct force control P 119 N84-10090
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p. 140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-16] p. 197 N85-25801 RIMO, C. L. Propagation effects in satellite-borne synthetic aperture radars p. 202 N84-15650 Propagation effects on satellite-borne synthetic aperture radars. RISING, J. J. Demonstration of relaxed stability on a commercial transport.	navigation and mission planning in helicopters p 55 N85-16800 ROHLF, D. Identification of accraft charactenstics including gust induced dynamic effects p 148 N86-27263 ROMIER, A. Auxiliary power systems with gas turbines p 98 N84-12170 ROMIEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements) p 15 N84-11124 ROSCOE, A. H. Assessing pilot workload in flight p 42 N84-34408 ROSEN, C. C., III Producibility and cost studies of aviation kerosene [AGARD-AR-227] p 158 N86-20580	RYMASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrthenian Sea using an X-band link P 205 N84-15668 SACHER, P. Numencal solutions for three-dimensional cases. Swept wings P 83 N86-15263 SACHS, G. Direct force control SABEL, E.
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p. 140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-161] p. 197 N85-25801 RINO, C. L. Propagation effects in satellite-borne synthetic aperture radars p. 202 N84-15650 Propagation effects on satellite-borne synthetic aperture radars p. 182 N86-27539 RISING, J. J. Demonstration of relaxed stability on a commercial transport p. 126 N85-27895 Demonstration of relaxed stability on a commercial transport p. 168 N85-27896	navigation and mission planning in helicopters P 55 N85-16800 ROMLF, D. Identification of accretic characteristics including gust induced dynamic effects P 148 N86-27253 ROMIER, A. Auxilhary power systems with gas turbines P 98 N84-12170 ROMMEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements) P 15 N84-11124 ROSCOE, A. H. Assessing pilot workload in flight P 42 N84-34408 ROSEN, C. C., III Producibility and cost studies of aviation kerosene	RYMASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link SACHER, P. Numencal solutions for three-dimensional cases Swept wings SACHS, G. Direct force control SAIBEL, E. Chemical-mechanical interaction in gears p 94 N85-23785
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p. 140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-16] p. 197 N85-25801 RIMO, C. L. Propagation effects in satellite-borne synthetic aperture radars p. 202 N84-15650 Propagation effects on satellite-borne synthetic aperture radars. RISING, J. J. Demonstration of relaxed stability on a commercial transport.	ROMLF, D. Identification of accratt characteristics including gust induced dynamic effects p 148 N86-272b3 ROMIER, A. Auxiliary power systems with gas turbines p 98 N84-12170 ROMMEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements) p 15 N84-11124 ROSCOE, A. H. Assessing pilot workload in flight p 42 N84-34408 ROSEN, C. C., III Producibility and cost studies of aviation kerosene (AGARD-AR-227) ROSENBRAND, P. J. C. International information exchange	RYMASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link P. D. Numencal solutions for three-dimensional cases. Swept wings p. 83 N86-15263 SACHER, P. Direct force control p. 119 N84-10990 SAIBEL, E. Chemical-mechanical interaction in gears P. 94 N85-23785 SAIZ, M.
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p.140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-16] p.197 N85-25801 RIMO, C. L. Propagation effects in satellite-borne synthetic aperture radars p.202 N84-15550 Propagation effects on satellite-borne synthetic aperture radars p.182 N86-27539 RISING, J. J. Demonstration of relaxed stability on a commercial transport p.122 N85-26745 Demonstration of relaxed stability on a commercial transport p.126 N85-27898 RISPOLI, E. Three-dimensional ballistocardiography in microgravity p.220 N85-31818	ROMER, A. Auxilhary power systems with gas turbines POSEN R. C. III ROSENZWEIG, E. L. ROMERAD, D. Identification of aircraft charactenstics including gust induced dynamic effects P 148 N86-27253 ROMIER, A. Auxilhary power systems with gas turbines P 98 N84-12170 ROMMEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements) P 15 N84-11124 ROSCOE, A. H. Assessing pilot workload in flight Producibility and cost studies of aviation kerosene (AGARD-AR-227) ROSENBRAND, P. J. C. International information exchange	RYMASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrthenian Sea using an X-band link p 205 N84-15668 SACHER, P. Numencal solutions for three-dimensional cases. Swept lings SACHS, G. Direct force control SAIBEL, E. Chemical-mechanical interaction in gears p 94 N85-23785 SAIZ, M. The 310 airbus test in the ONERA wind tunnel Flight-wind tunnel compansion p 35 N84-23587
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p.140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16. [AGARD-AG-160-VOL-16] p.197 N85-25801 RINO, C. L. Propagation effects in satellite-borne synthetic aperture radars p.202 N84-15650 Propagation effects on satellite-borne synthetic aperture radars p.182 N86-27539 RISING, J. J. Demonstration of relaxed stability on a commercial transport p.122 N85-26745 Demonstration of relaxed stability on a commercial transport p.126 N85-27898 RISPOLI, E. Three-dimensional ballistocardiography in microgravity p.220 N85-31818 RITCHIE, D.	ROMLF, D. Identification of accratt characteristics including gust induced dynamic effects p 148 N86-272b3 ROMIER, A. Auxiliary power systems with gas turbines p 98 N84-12170 ROMMEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements) p 15 N84-11124 ROSCOE, A. H. Assessing pilot workload in flight p 42 N84-34408 ROSEN, C. C., III Producibility and cost studies of aviation kerosene (AGARD-AR-227) ROSENBRAND, P. J. C. International information exchange	RYMASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link SACHER, P. Numerical solutions for three-dimensional cases. Swept wings p. 83 N86-15263 SACHS, G. Direct force control p. 119 N84-10090 SAIBEL, E. Chemical-mechanical interaction in gears p. 94 N85-23785 SAIZ, M. The 310 airbus test in the ONERA wind tunnel Flight-wind tunnel companson p. 35 N84-23587 SALES, G. S.
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p.140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-16] p.197 N85-25801 RIMO, C. L. Propagation effects in satellite-borne synthetic aperture radars p.202 N84-15550 Propagation effects on satellite-borne synthetic aperture radars p.182 N86-27539 RISING, J. J. Demonstration of relaxed stability on a commercial transport p.122 N85-26745 Demonstration of relaxed static stability on a commercial transport p.126 N85-27898 RISPOLI, E. Three-dimensional ballistocardiography in microgravity p.220 N85-31818 RITCHIE, D. Experience in engine face, non-steady, flow measurements through a side and bottom engine air inter	ROMLF, D. Identification of aircraft charactenstics including gust induced dynamic effects p 148 N86-27253 ROMIER, A. Auxilhary power systems with gas turbines p 98 N84-12170 ROMMEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements) p 15 N84-11124 ROSCOE, A. H. Assessing pilot workload in flight ROSEN, C. C., III Producibility and cost studies of aviation kerosene (AGARD-AR-227) p 158 N86-20580 ROSENBRAND, P. J. C. International information exchange p 240 N83-31537 ROSENZWEIG, E. L. Repair of composites p 156 N85-17058 ROSS, A. J. The use of free-flight models for the prediction of	RYNASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link SACHER, P. Numerical solutions for three-dimensional cases. Swept wings SACHS, G. Direct force control SAIBEL, E. Chemical-mechanical interaction in gears p 94 N85-23785 SAIZ, M. The 310 airbus test in the ONERA wind tunnel Flight-wind tunnel companson Flight-wind tunnel companson P 35 N84-23587 SALES, G. S. HF over-the-horizon mapping of the Greenland icecap
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p.140 N84-24623 RIEBEEK, M. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-16] p.197 N85-25801 RINO, C. L. Propagation effects in satellite-borne synthetic aperture radars p.202 N84-15650 Propagation effects on satellite-borne synthetic aperture radars p.182 N86-27539 RISING, J. J. Demonstration of relaxed stability on a commercial transport p.122 N85-26745 Demonstration of relaxed stability on a commercial transport p.126 N85-27898 RISPOLI, E. Three-dimensional ballistocardiography in microgravity p.220 N85-31818 RITCHIE, D. Experience in engine face, non-steady, flow measurements through a side and bottom engine air inlet duct	ROMLF, D. Identification of accret characteristics including gust induced dynamic effects p 148 N86-272b3 ROMLER, A. Auxiliary power systems with gas turbines p 98 N84-12170 ROMMEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements) p 15 N84-11124 ROSCOE, A. H. Assessing pilot workload in flight p 42 N84-34408 ROSEN, C. C., III Producibility and cost studies of aviation kerosene (AGARD-AR-227) p 158 N86-20580 ROSENBRAND, P. J. C. International information exchange p 240 N83-31537 ROSENZWEIG, E. L. Repair of composites p 156 N85-17058 ROSS, A. J. The use of free-flight models for the prediction of departure control p 10 N83-30368	RYMASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link SACHER, P. Numencal solutions for three-dimensional cases. Swept wings SACHS, G. Direct force control SAIBEL, E. Chemical-mechanical interaction in gears p 94 N85-23785 SAIZ, M. The 310 airbus test in the ONERA wind tunnel Flight-wind tunnel companson Flight-wind tunnel companson P 35 N84-23587 SALES, G. S. HF over-the-horizon mapping of the Greenland icecap p 203 N84-15654 High latitude spatially adaptive propagation experiment
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p. 140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-16] p. 197 N85-25801 RIMO, C. L. Propagation effects in satellite-borne synthetic aperture radars p. 202 N84-15550 Propagation effects on satellite-borne synthetic aperture radars p. 182 N86-27539 RISING, J. J. Demonstration of relaxed stability on a commercial transport p. 122 N85-26745 Demonstration of relaxed stability on a commercial transport p. 126 N85-27898 RISPOLI, E. Three-dimensional ballistocardiography in microgravity p. 220 N85-31818 Experience in engine face, non-steady, flow measurements through a side and bottom engine air inlet duct RITCHIE, S.	ROHLF, D. Identification of aircraft characteristics including gust induced dynamic effects p 148 N86-27253 ROMIER, A. Auxiliary power systems with gas turbines p 98 N84-12170 ROMMEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements) p 15 N84-11124 ROSCOE, A. H. Assessing pilot workload in flight p 42 N84-34408 ROSEN, C. C., III Producibility and cost studies of aviation kerosene IAGARD-AR-227 p 158 N86-20580 ROSENBRAND, P. J. C. International information exchange p 240 N83-31537 ROSENZWEIG, E. L. Repair of composites p 156 N85-17058 ROSS, A. J. The use of free-flight models for the prediction of departure control correlation of predicted and free-flight responses near	RYMASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link P 205 N84-15668 SACHER, P. Numencal solutions for three-dimensional cases. Swept wings SACHS, G. Direct force control SAIBEL, E. Chemical-mechanical interaction in gears P 94 N85-23785 SAIZ, M. The 310 airbus test in the ONERA wind tunnel Flight-wind tunnel companson P 35 N84-23587 SALES, G. S. HF over-the-horizon mapping of the Greenland icecap P 203 N84-15654 High latitude spatialty adaptive propagation experiment
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p. 140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-16] p. 197 N85-25801 RIMO, C. L. Propagation effects in satellite-borne synthetic aperture radars p. 202 N84-15550 Propagation effects on satellite-borne synthetic aperture radars p. 182 N86-27539 RISING, J. J. Demonstration of relaxed stability on a commercial transport p. 122 N85-26745 Demonstration of relaxed stability on a commercial transport p. 126 N85-27898 RISPOLI, E. Three-dimensional ballistocardiography in microgravity p. 220 N85-31818 RITCHIE, D. Experience in engine face, non-steady, flow measurements through a side and bottom engine air inlet duct p. 37 N84-23600 RITCHIE, S. The potential of semiconductors for optical integrated executs p. 238 N85-29768	ROMLF, D. Identification of accraft characteristics including gust induced dynamic effects p 148 N86-272b3 ROMIER, A. Auxiliary power systems with gas turbines p 98 N84-12170 ROMMEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements) p 15 N84-11124 ROSCOE, A. M. Assessing pilot workload in flight p 42 N84-34408 ROSEN, C. C., III Producibility and cost studies of aviation kerosene (AGARD-AR-227) p 158 N86-20580 ROSENBRAND, P. J. C. International information exchange p 240 N83-31537 ROSENZWEIG, E. L. Repair of composites p 156 N85-17058 ROSS, A. J. The use of free-flight models for the prediction of departure condition of a high incidence research model Correlation of predicted and free-flight responses near departure conditions of a high incidence research model p 147 N86-27255	RYMASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link P 205 N84-15668 SACHER, P. Numencal solutions for three-dimensional cases. Swept wings SACHS, G. Direct force control SAIBEL, E. Chemical-mechanical interaction in gears P 34 N85-23785 SALZ, M. The 310 airbus test in the ONERA wind tunnel Flight-wind tunnel companson SALES, G. S. HF over-the-horizon mapping of the Greenland icecap p 203 N84-15654 High lahtude spatially adaptive propagation experiment p 183 N86-27544 SALIKUDDIN, M. Application of active noise control to model propeller
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p.140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16. [AGARD-AG-160-VOL-16] p.197 N85-25801 RINO, C. L. Propagation effects in satellite-borne synthetic aperture radars p.202 N84-15550 Propagation effects on satellite-borne synthetic aperture radars p.182 N86-27539 RISING, J. J. Demonstration of relaxed stability on a commercial transport p.122 N85-26745 Demonstration of relaxed stability on a commercial transport p.126 N85-27898 RISPOLI, E. Three-dimensional ballistocardiography in microgravity p.220 N85-31818 RITCHIE, D. Experience in engine face, non-steady, flow measurements through a side and bottom engine air intel duct RITCHIE, S. The potential of semiconductors for optical integrated circuits p.238 N85-29768 RIVA, G.	ROMLF, D. Identification of accraft characteristics including gust induced dynamic effects p. 148. N86-27253 ROMLER, A. Auxiliary power systems with gas turbines p. 98. N84-12170 ROMMEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements) p. 15. N84-11124 ROSCOE, A. H. Assessing pilot workload in flight p. 42. N84-34408 ROSEN, C. C., III Producibility and cost studies of aviation kerosene [AGARD-AR-227] p. 158. N86-20580 ROSENBRAND, P. J. C. International information exchange p. 240. N83-31537 ROSENZWEIG, E. L. Repair of composites p. 156. N85-17058 ROSS, A. J. The use of free-flight models for the prediction of departure conditions of a high incidence research model p. 147. N86-27255 ROSS, N. E.	RYMASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link SACHER, P. Numerical solutions for three-dimensional cases. Swept wings SACHER, P. Numerical solutions for three-dimensional cases. Swept wings SACHS, G. Direct force control SAIBEL, E. Chemical-mechanical interaction in gears p 94 N85-23785 SAIZ, M. The 310 airbus test in the ONERA wind tunnel Flight-wind tunnel compansion p 35 N84-23587 SALES, G. S. HF over-the-horizon mapping of the Greenland iccap. p 203 N84-15654 High latitude spatialty adaptive propagation experiment p 183 N86-27544 SALIKUDDIN, M. Application of active noise control to model propletionose p 75 N86-11176
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p.140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-16] p.197 N85-25801 RINO, C. L. Propagation effects in satellite-borne synthetic aperture radars p.202 N84-15550 Propagation effects on satellite-borne synthetic aperture radars p.182 N86-27539 RISING, J. J. Demonstration of relaxed stability on a commercial transport p.122 N85-26745 Demonstration of relaxed static stability on a commercial transport p.126 N85-27898 RISPOLI, E. Three-dimensional ballistocardiography in microgravity p.220 N85-31818 RITCHIE, D. Experience in engine face, non-steady, flow measurements through a side and bottom engine air intel duct RITCHIE, S. The potential of semiconductors for optical integrated circuits p.238 N85-27888 RIVA, G. The pressure deflagration limit of solid rocket propellants	ROMLF, D. Identification of accret characteristics including gust induced dynamic effects p 148 N86-27253 ROMIER, A. Auxiliary power systems with gas turbines p 98 N84-12170 ROMMEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements) p 15 N84-11124 ROSCOE, A. H. Assessing pilot workload in flight p 42 N84-34408 ROSEN, C. C., III Producibility and cost studies of aviation kerosene (AGARD-AR-227) p 158 N86-20580 ROSENBRAND, P. J. C. International information exchange p 240 N83-31537 ROSENZWEIG, E. L. Repair of composites p 156 N85-17058 ROSS, A. J. The use of free-flight models for the prediction of departure conditions of a high incidence research model correlation of predicted and free-flight responses near departure conditions of a high incidence research model p 147 N86-27255 ROSS, H. E. Mass-discrimination during prolonged weightlessness	RYMASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link P 205 N84-15668 SACHER, P. Numencal solutions for three-dimensional cases. Swept wings SACHS, G. Orect force control P 119 N84-10090 SAIBEL, E. Chemical-mechanical interaction in gears P 34 N85-23785 SALZ, M. The 310 airbus test in the ONERA wind tunnel Flight-wind tunnel companson P 35 N84-23587 SALES, G. S. HF over-the-horizon mapping of the Greenland icecap P 203 N84-15654 High latitude spatialty adaptive propagation experiment P 183 N86-27544 SALIKUDOIN, M. Application of active noise control to model propeller noise SALMON, L. T. J.
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p.140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-16] p.197 N85-25801 RINO, C. L. Propagation effects in satellite-borne synthetic aperture radars p.202 N84-15550 Propagation effects on satellite-borne synthetic aperture radars p.182 N86-27539 RISING, J. J. Demonstration of relaxed stability on a commercial transport p.122 N85-26745 Demonstration of relaxed static stability on a commercial transport p.126 N85-27898 RISPOLI, E. Three-dimensional ballistocardiography in microgravity p.220 N85-31818 RITCHIE, D. Experience in engine face, non-steady, flow measurements through a side and bottom engine air intel duct p.37 N84-23600 RITCHIE, S. The potential of semiconductors for optical integrated circuits p.238 N85-29768 RIVA, G. The pressure deflagration limit of solid rocket propellants p.1146.	ROMLF, D. Identification of accraft charactenstics including gust induced dynamic effects p 148 N86-27253 ROMLER, A. Auxiliary power systems with gas turbines p 98 N84-12170 ROMMEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements) p 15 N84-11124 ROSCOE, A. H. Assessing pilot workload in flight p 42 N84-34408 ROSEN, C. C., III Producibility and cost studies of aviation kerosene IAGARD-AR-2271 p 158 N86-20580 ROSENBRAND, P. J. C. International information exchange p 240 N83-31537 ROSENZWEIG, E. L. Repair of composites p 156 N85-17058 ROSS, A. J. The use of free-flight models for the prediction of departure conditions of a high incidence research model p 147 N86-27255 ROSS, H. E. Mass-discrimination during prolonged weightlessness p 220 N85-31814	RYMASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link. SACHER, P. Numencal solutions for three-dimensional cases. Swept wings SACHS, G. Direct force control SAIBEL, E. Chemical-mechanical interaction in gears p 94 N85-23785 SAIZ, M. The 310 airbus test in the ONERA wind tunnel Flight-wind tunnel companson p 35 N84-23587 SALES, G. HF over-the-horizon mapping of the Greenland icecap p 203 N84-15654 High latitude spatialty adaptive propagation experiment p 183 N86-27544 SALIKUDDIN, M. Application of active noise control to model propeller noise SALMON, L. T. J. A future system design technique based on functional decompostion, supported by quantifiable design arms, and
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p. 140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-16] p. 197 N85-25801 RINO, C. L. Propagation effects in satellite-borne synthetic aperture radars p. 202 N84-15550 Propagation effects on satellite-borne synthetic aperture radars p. 182 N86-27539 RISING, J. J. Demonstration of relaxed stability on a commercial transport p. 122 N85-26745 Demonstration of relaxed stability on a commercial transport p. 126 N85-27898 RISPOLI, E. Three-dimensional ballistocardiography in microgravity p. 220 N85-31818 RITCHIE, D. Experience in engine face, non-steady, flow measurements through a side and bottom engine air inlet duct p. 37 N84-23600 RITCHIE, S. The potential of semiconductors for optical integrated circuits p. 238 N85-29768 RIVA, G. The pressure deflagration limit of solid rocket propellants p. 61 N85-17046 RIVIN, R. B. Two spot laser velocimeter measurements of velocity	navigation and mission planning in helicopters p 55 N85-16800 ROMLF, D. Identification of accraft characteristics including gust induced dynamic effects p 148 N86-27253 ROMIER, A. Auxiliary power systems with gas turbines p 98 N84-12170 ROMMEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements) p 15 N84-11124 ROSCOE, A. M. Assessing pilot workload in flight p 15 N84-34408 ROSEN, C. C., III Producibility and cost studies of aviation kerosene I/AGARD-AR-227] ROSENBRAND, P. J. C. International information exchange p 240 N83-31537 ROSENZWELIG, E. L. Repair of composites p 156 N85-17058 ROSS, A. J. The use of free-flight models for the prediction of departure control p 10 N83-30368 Correlation of predicted and free-flight responses near departure conditions of a high incidence research model p 147 N86-27255 ROSS, H. E. Mass-discrimination during prolonged weightlessness p 220 N85-31814 ROSWELL, M. R. Development of satellife data presentation for	RYMASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link P 205 N84-15668 SACHER, P. Numencal solutions for three-dimensional cases. Swept wings SACHS, G. Direct force control D 119 N84-10090 SAIBEL, E. Chemical-mechanical interaction in gears P 34 N85-23785 SALX, M. The 310 airbus test in the ONERA wind tunnel Flight-wind tunnel companson P 35 N84-23587 SALES, G. S. HF over-the-horizon mapping of the Greenland icecap P 203 N84-15654 High latitude spatialty adaptive propagation experiment P 183 N86-27544 SALIKUDDIN, M. Application of active noise control to model propeller noise P 75 N86-11176 SALMON, L. T. J. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p. 140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-16] p. 197 N85-25801 RINO, C. L. Propagation effects in satellite-borne synthetic aperture radars p. 202 N84-15550 Propagation effects on satellite-borne synthetic aperture radars p. 182 N86-27539 RISING, J. J. Demonstration of relaxed stability on a commercial transport p. 122 N85-26745 Demonstration of relaxed stability on a commercial transport p. 126 N85-27898 RISPOLI, E. Three-dimensional ballistocardiography in microgravity p. 220 N85-31818 RITCHIE, D. Experience in engine face, non-steady, flow measurements through a side and bottom engine air inlet duct p. 37 N84-23600 RITCHIE, S. The potential of semiconductors for optical integrated circuits p. 238 N85-29768 RIVA, G. The pressure deflagration limit of solid rocket propellants p. 61 N85-17046 RIVIN, R. B. Two spot laser velocimeter measurements of velocity and turbulence intensity in shock tube driven turffine flows	ROMLF, D. Identification of accraft characteristics including gust induced dynamic effects p. 148. N86-27253 ROMLER, A. Auxiliary power systems with gas turbines p. 98. N84-12170 ROMMER, A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements) p. 15. N84-11124 ROSCOE, A. H. Assessing pilot workload in flight p. 42. N84-34408 ROSEN, C. C., III producibility and cost studies of aviation kerosene [AGARD-AR-227] p. 158. N86-20580 ROSENBRAND, P. J. C. international information exchange p. 240. N83-31537 ROSENZWEIG, E. L. Repair of composites p. 156. N85-17058 ROSS, A. J. The use of free-flight models for the prediction of departure conditions of a high incidence research model p. 147. N86-27255 ROSS, H. E. Mass-discrimination during prolonged weightlessness p. 220. N85-31814 ROSWELL, M. R. Development of satellite data presentation for environmental forecesting p. 24. N85-20770.	RYMASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link. SACHER, P. Numencal solutions for three-dimensional cases. Swept wings SACHS, G. Direct force control SAIBEL, E. Chemical-mechanical interaction in gears p 94 N85-23785 SAIZ, M. The 310 airbus test in the ONERA wind tunnel Flight-wind tunnel companson P 35 N84-23587 SALES, G. HF over-the-horizon mapping of the Greenland icecap p 203 N84-15654 High latitude spatialty adaptive propagation experiment p 183 N86-27544 SALIKUDDIN, M. Application of active noise control to model propeller noise SALMON, L. T. J. A future system design technique based on functional decomposition, supported by quantifiable design arms, and guidelines for minimum maintenance costs
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p. 140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-16] p. 197 N85-25801 RINO, C. L. Propagation effects in satellite-borne synthetic aperture radars p. 202 N84-15550 Propagation effects on satellite-borne synthetic aperture radars p. 182 N86-27539 RISING, J. J. Demonstration of relaxed stability on a commercial transport p. 122 N85-26745 Demonstration of relaxed stability on a commercial transport p. 126 N85-27898 RISPOLI, E. Three-dimensional ballistocardiography in microgravity p. 220 N85-31818 RITCHIE, D. Experience in engine face, non-steady, flow measurements through a side and bottom engine air inlet duct p. 37 N84-23600 RITCHIE, S. The potential of semiconductors for optical integrated circuits p. 238 N85-29788 RIVA, G. The pressure deflagration limit of solid rocket propellants p. 61 N85-17046 RIVIR, R. B. Two spot laser velocimeter measurements of velocity and turbulence intensity in shock tube driven turfline flows	navigation and mission planning in helicopters p 55 N85-16800 ROMLF, D. Identification of accraft characteristics including gust induced dynamic effects p 148 N86-27253 ROMIER, A. Auxiliary power systems with gas turbines p 98 N84-12170 ROMMEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements) p 15 N84-11124 ROSCOE, A. M. Assessing pilot workload in flight p 15 N84-34408 ROSEN, C. C., III Producibility and cost studies of aviation kerosene I/AGARD-AR-227] ROSENBRAND, P. J. C. International information exchange p 240 N83-31537 ROSENZWELIG, E. L. Repair of composites p 156 N85-17058 ROSS, A. J. The use of free-flight models for the prediction of departure control p 10 N83-30368 Correlation of predicted and free-flight responses near departure conditions of a high incidence research model p 147 N86-27255 ROSS, H. E. Mass-discrimination during prolonged weightlessness p 220 N85-31814 ROSWELL, M. R. Development of satellife data presentation for	RYMASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link SACHER, P. Numerical solutions for three-dimensional cases. Swept wings SACHER, P. Numerical solutions for three-dimensional cases. Swept wings SACHS, G. Direct force control SAIBEL, E. Chemical-mechanical interaction in gears p 94 N85-23785 SAIZ, M. The 310 airbus test in the ONERA wind tunnel Flight-wind tunnel companson p 35 N84-23587 SALES, G. S. HF over-the-horizon mapping of the Greenland iccap. p 203 N84-15654 High latitude spatialty adaptive propagation experiment p 183 N86-27544 SALIKUDDIN, M. Application of active noise control to model propeller noise p 75 N86-11176 SALIMON, L. T. J. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs The impact of VHPIC on avionic system architecture, packaging and maintenability p 193 N86-28372
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p. 140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-16] p. 197 N85-25801 RIMO, C. L. Propagation effects in satellite-borne synthetic aperture radars p. 202 N84-15550 Propagation effects on satellite-borne synthetic aperture radars p. 182 N86-27539 RISING, J. J. Demonstration of relaxed stability on a commercial transport p. 122 N85-26745 Demonstration of relaxed stability on a commercial transport p. 126 N85-27898 RISPOLI, E. Three-dimensional ballistocardiography in microgravity p. 220 N85-31818 RITCHIE, D. Experience in engine face, non-steady, flow measurements through a side and bottom engine air inlet duct p. 37 N84-23600 RITCHIE, S. The potential of semiconductors for optical integrated circuits p. 238 N85-27888 RIVA, G. The pressure deflagration limit of solid rocket propellants p. 61 N85-17046 RIVIN, R. B. Two spot laser velocimeter measurements of velocity and turbulence intensity in shock tube driven turbine flows p. 78 N84-12120 Numerical solutions of the Euler equations simulating vortex flows around wings p. 78 N84-12120	ROMLF, D. Identification of accraft characteristics including gust induced dynamic effects p 148 N86-27253 ROMLER, A. Auxiliary power systems with gas turbines p 98 N84-12170 ROMMEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements). ROSCOE, A. H. Assessing pilot workload in flight p 42 N84-34408 ROSEN, C. C., III Producibility and cost studies of aviation kerosene (AGARD-AR-227) p 158 N86-20580 ROSENBRAND, P. J. C. International information exchange p 240 N83-31537 ROSENZWEIG, E. L. Repair of composites p 156 N85-17058 ROSS, A. J. The use of free-flight models for the prediction of departure conditions of a high incidence research model p 147 N86-27255 ROSS, H. E. Mass-discrimination during prolonged weightlessness p 220 N85-31814 ROSWELL, M. R. Development of satellite data presentation for environmental forecesting p 234 N85-20770 ROTHERAM, S. Cocan wave imagin; by SAR p 202 N84-156-3	RYMASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link SACHER, P. Numencal solutions for three-dimensional cases. Swept wings SACHS, G. Direct force control SAIBEL, E. Chemical-mechanical interaction in gears p 94 N85-23785 SALX, M. The 310 airbus test in the ONERA wind tunnel Flight-wind tunnel companson SALES, G. S. HF over-the-horizon mapping of the Greenland icecap p 203 N84-15654 High latitude spatialty adaptive propagation experiment p 183 N86-27544 SALIKUDOIN, M. Application of active noise control to model propeller noise SALIMUDOIN, T. J. A future system design technique based on functional decomposition, supported by quantifiable design arms, and guidelines for minimum maintenance costs P 22 N84-15039 The impact of VHPIC on avinonic system architecture, packaging and mainteinability p 193 N86-2872 SALMOND, D. J.
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p 140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-16] p 197 N85-25801 RINO, C. L. Propagation effects in satellite-borne synthetic aperture radars p 202 N84-15550 Propagation effects on satellite-borne synthetic aperture radars p 182 N86-27539 RISING, J. J. Demonstration of relaxed stability on a commercial transport p 122 N85-26745 Demonstration of relaxed stability on a commercial transport p 126 N85-27898 RISING, J. J. Experience in engine face, non-steady, flow measurements through a side and bottom engine air intel duct p 37 N84-23600 RITCHIE, D. Experience in engine face, non-steady, flow measurements through a side and bottom engine air intel duct p 37 N84-23600 RITCHIE, S. The potential of semiconductors for optical integrated circuits p 238 N85-29768 RIVA, G. The pressure deflagration limit of solid rocket propellants RIVIA, R. B. Two spot laser velocimeter measurements of velocity and turbulence intensity in shock tube driven turffine flows RIZZI, A. Numerical solutions of the Euler equations simulating vortex flows around wings p 78 N84-12120	ROMLF, D. Identification of accret characteristics including gust induced dynamic effects p 148 N86-27253 ROMIER, A. Auxiliary power systems with gas turbines p 98 N84-12170 ROMMEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements) p 15 N84-11124 ROSCOE, A. H. Assessing pilot workload in flight p 42 N84-34408 ROSEN, C. C., III Producibility and cost studies of aviation kerosene (AGARD-AR-227) p 158 N86-20580 ROSENBRAND, P. J. C. International information exchange p 240 N83-31537 ROSENZWEIG, E. L. Repair of composites p 156 N85-17058 ROSS, A. J. The use of free-flight models for the prediction of departure conditions of a high incidence research model Correlation of predicted and free-flight responses near departure conditions of a high incidence research model ROSWELL, M. R. Development of satellite data presentation for environmental forecesting p 234 N85-20770 ROTHERAM, S. Ocean wave imagin, by SAR p 202 N84-15643 A radio interference in nodel for winstern Europe p 171 N84-24963	RYMASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link. SACHER, P. Numencal solutions for three-dimensional cases. Swept wings SACHS, G. Direct force control SAIBEL, E. Chemical-mechanical interaction in gears p 94 N85-23785 SALX, M. The 310 airbus test in the ONERA wind tunnel Flight-wind tunnel companson p 35 N84-23587 SALS, G. HF over-the-horizon mapping of the Greenland icecap p 203 N84-15654 High latitude spatialty adaptive propagation experiment p 183 N86-27544 SALIKUDDIN, M. Application of active noise control to model propeller noise SALMON, L. T. J. A future system design technique based on functional decomposition, supported by quantifiable design arms, and guidelines for minimum maintenance costs p 22 N84-15039 The impact of VHPIC on avionic system architecture, packaging and maintainability p 193 N86-28372 SALMON, D. J. Calculation of harmonic aerodynamic forces of aerotolis and wings from the Euler equations p 64 N85-25177
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p. 140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-16] p. 197 N85-25801 RINO, C. L. Propagation effects in satellite-borne synthetic aperture radars p. 202 N84-15550 Propagation effects on satellite-borne synthetic aperture radars p. 182 N86-27539 RISING, J. J. Demonstration of relaxed stability on a commercial transport p. 122 N85-26745 Demonstration of relaxed stability on a commercial transport p. 126 N85-27898 RISPOLI, E. Three-dimensional ballistocardiography in microgravity p. 220 N85-31818 RITCHIE, D. Experience in engine face, non-steady, flow measurements through a side and bottom engine air inlet duct p. 37 N84-23600 RITCHIE, S. The potential of semiconductors for optical integrated circuits p. 238 N85-29768 RIVIA, G. The pressure deflagration limit of solid rocket propellants p. 61 N85-17046 RIVIA, R. B. Two spot laser velocimeter measurements of velocity and turbulence intensity in shock tube driven turffine flows RIZZI, A. Numerical solutions of the Euler equations simulating vortex flows around wings p. 78 N84-12120 ROADB, C. G. Automatic briefing and mission management systems	ROMLF, D. Identification of accraft characteristics including gust induced dynamic effects p 148 N86-27253 ROMLER, A. Auxiliary power systems with gas turbines p 98 N84-12170 ROMMEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements). ROSCOE, A. H. Assessing pilot workload in flight p 42 N84-34408 ROSEN, C. C., III Producibility and cost studies of aviation kerosene (AGARD-AR-227) p 158 N86-20580 ROSENBRAND, P. J. C. International information exchange p 240 N83-31537 ROSENZWEIG, E. L. Repair of composites p 156 N85-17058 ROSS, A. J. The use of free-flight models for the prediction of departure conditions of a high incidence research model p 147 N86-27255 ROSS, H. E. Mass-discrimination during prolonged weightlessness p 220 N85-31814 ROSWELL, M. R. Development of satellite data presentation for environmental forecesting p 234 N85-20770 ROTHERAM, S. Cocan wave imagin; by SAR p 202 N84-156-3	RYMASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link P 205 N84-15668 SACHER, P. Numencal solutions for three-dimensional cases. Swept wings SACHS, G. Direct force control P 119 N84-10090 SAIEL, E. Chemical-mechanical interaction in gears P 34 N85-23785 SALX, M. The 310 airbus test in the ONERA wind tunnel Flight-wind tunnel companson P 35 N84-23587 SALES, G. S. HF over-the-horizon mapping of the Greenland icecap P 203 N84-15654 High latitude spatialty adaptive propagation experiment P 183 N86-27544 SALIKUDDIN, M. Application of active noise control to model propeller noise P 75 N86-11176 SALMOND, L. T. J. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs P 22 N84-15039 The impact of VHPIC on avionic system architecture, packaging and mainteinability P 193 N86-28372 SALMOND, D. J. Calciulation of harmonic aerodynamic forces of aerofolis and wings from the Euler equations P 44 N85-25177
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p. 140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-16] p. 197 N85-25801 RINO, C. L. Propagation effects in satellite-borne synthetic aperture radars p. 202 N84-15550 Propagation effects on satellite-borne synthetic aperture radars p. 182 N86-27539 RISING, J. J. Demonstration of relaxed stability on a commercial transport p. 122 N85-26745 Demonstration of relaxed stability on a commercial transport p. 126 N85-27898 RISPOLI, E. Three-dimensional ballistocardiography in microgravity p. 220 N85-31818 RITCHIE, D. Experience in engine face, non-steady, flow measurements through a side and bottom engine air inlet duct p. 37 N84-23600 RITCHIE, S. The potential of semiconductors for optical integrated circuits p. 238 N85-29768 RIVIA, G. The pressure deflagration limit of solid rocket propellants p. 51 N85-17046 RIVIA, R. B. Two spot laser velocimeter measurements of velocity and turbulence intensity in shock tube driven turffine flows RIZZI, A. Numerical solutions of the Euler equations simulating vortex flows around wings p. 78 N84-12120 ROADB, C. G. Automatic briefing and mission management systems for battlefield support	navigation and mission planning in helicopters P 55 N85-16800 ROHLF, D. Identification of accraft characteristics including gust induced dynamic effects P 148 N86-27253 ROMIER, A. Auxiliary power systems with gas turbines P 98 N84-12170 ROMMEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements) P 15 N84-11124 ROSCOE, A. M. Assessing pilot workload in flight P 24 N84-34408 ROSEN, C. C., III Producibitity and cost studies of aviation kerosene I AGARD-AR-227] ROSENBRAND, P. J. C. International information exchange P 240 N83-31537 ROSENZWELG, E. L. Repair of composites P 156 N85-17058 ROSS, A. J. The use of free-flight models for the prediction of departure control p 10 N83-30368 Correlation of predicted and free-flight responses near departure conditions of a high incidence research model P 147 N86-2725 ROSS, H. E. Mass-discrimination during prolonged weightlessness P 220 N85-31814 ROSWELL, M. R. Development of satellite data presentation for environmental forecasting P 234 N85-20770 ROTHERAM, S. Ocean wave imagin; by SAR P 202 N84-156-13 ROUAULT, H. A system for measuring the characteristics of the ionospheric channel by digital transmissions.	RYNASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link SACHER, P. Numerical solutions for three-dimensional cases. Swept wings SACHS, G. Direct force control SAIBEL, E. Chemical-mechanical interaction in gears p 94 N85-23785 SALX, M. The 310 airbus test in the ONERA wind tunnel Flight-wind tunnel companson SALES, G. HF over-the-horizon mapping of the Greenland (eccap p 203 N84-15554 High latitude spatialty adaptive propagation experiment p 183 N86-27544 SALIKUDDIN, M. Application of active noise control to model propeller noise SALMON, L. T. J. A future system design technique based on functional decomposition, supported by quantifiable design arms, and guidelines for minimum maintenance costs p 22 N84-15039 The impact of VHPIC on avionic system architecture, packaging and maintenability p 193 N86-28372 SALMOND, D. J. Calculation of harmonic aerodynamic forces of aerotolis and wings from the Euler equations p 64 N85-25177 SALOMON, M. Augmentation of fighter-aercraft
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p. 140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-16] p. 197 N85-25801 RIMO, C. L. Propagation effects in satellite-borne synthetic aperture radars p. 202 N84-15550 Propagation effects on satellite-borne synthetic aperture radars p. 182 N86-27539 RISING, J. J. Demonstration of relaxed stability on a commercial transport p. 122 N85-26745 Demonstration of relaxed stability on a commercial transport p. 126 N85-27898 RISING, J. J. Emperoration of relaxed static stability on a commercial transport p. 126 N85-27898 RISPOLI, E. Three-dimensional ballistocardiography in microgravity p. 220 N85-31818 RITCHIE, D. Experience in engine face, non-steady, flow measurements through a side and bottom engine air inlet duct p. 37 N84-23600 RITCHIE, S. The potential of semiconductors for optical integrated circuits p. 238 N85-29768 RIVA, G. The pressure deflagration limit of solid rocket propellants p. 61 N85-17046 RIVIN, R. B. Two spot laser velocimeter measurements of velocity and turbulence intensity in shock tube driven turfline flows p. 115 N86-29853 RIZZI, A. Numerical solutions of the Euler equations simulating vortex flows around wings p. 78 N84-12120 ROADS, C. G. W. Automatic briefing and mission management systems for battlefield support p. 55 N85-16799	ROMLF, D. Identification of accraft characteristics including gust induced dynamic effects p 148 N86-27253 ROMLER, A. Auxiliary power systems with gas turbines p 98 N84-12170 ROMMEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements). ROSCOE, A. H. Assessing pilot workload in flight p 42 N84-34408 ROSEN, C. C., III Producibility and cost studies of aviation kerosene (AGARD-AR-227) p 158 N86-20580 ROSENBRAND, P. J. C. International information exchange p 240 N83-31537 ROSENZWEIG, E. L. Repair of composites p 156 N85-17058 ROSS, A. J. The use of free-flight models for the prediction of departure control p 10 N83-30368 Correlation of predicted and free-flight responses near departure conditions of a high incidence research model p 147 N86-27255 ROSS, H. E. Mass-discrimination during prolonged weightlessness p 220 N85-31814 ROSWELL, M. R. Development of satellite data presentation for environmental forecasting p 234 N85-20770 ROTHERAM, S. Ocean wave imagin, by SAR p 202 N84-156-3 A radio interference in odel for winstern Europe p 171 N84-24963 ROUAULT, H. A system for measuring the characteristics of the ionospheric channel by digital transmissions.	RYMASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link SACHER, P. Numerical solutions for three-dimensional cases. Swept wings SACHS, G. Direct force control SAIBEL, E. Chemical-mechanical interaction in gears p 94 N85-23785 SAIZ, M. The 310 airbus test in the ONERA wind tunnel Flight-wind tunnel companson p 25 N84-23567 SALES, G. HF over-the-horizon mapping of the Greenland iccap. p 203 N84-15654 High latitude spatialty adaptive propagation experiment p 183 N86-27544 SALIKUDDIN, M. Application of active noise control to model propeller noise p 75 N86-11176 SALINON, L. T. J. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs The impact of VHPIC on avionic system architecture, packaging and maintenability p 193 N86-28372 SALIMOND, D. J. Calculation of harmonic aerodynamic forces of aerotoxic and wings from the Euler equations p 64 N85-25177 SALONON, M. Augmentation of fighter-aircraft performance by spanwise blowing over the wing leading adge p 80 N84-12133
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p. 140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-16] p. 197 N85-25801 RIMO, C. L. Propagation effects in satellite-borne synthetic aperture radars p. 202 N84-15550 Propagation effects on satellite-borne synthetic aperture radars p. 182 N86-27539 RISING, J. J. Demonstration of relaxed stability on a commercial transport p. 122 N85-26745 Demonstration of relaxed stability on a commercial transport p. 126 N85-27898 RISING, J. J. Experience in engine face, non-steady, flow measurements through a side and bottom engine air interduct p. 37 N84-23600 RITCHIE, D. Experience in engine face, non-steady, flow measurements through a side and bottom engine air interduct. RITCHIE, S. The potential of semiconductors for optical integrated circuits p. 238 N85-29768 RIVA, G. The pressure deflagration limit of solid rocket propellants p. 61 N85-17046 RIVIN, R. B. Two spot laser velocimeter measurements of velocity and furbulence intensity in shock tube driven turffine flows p. 115 N86-29789 RIZZI, A. Numerical solutions of the Euler equations simulating vortex flows around wings p. 78 N84-12120 ROADS, C. G. W. Automatic birefing and mission management systems for battlefield support p. 237 N85-29782	navigation and mission planning in helicopters P 55 N85-16800 ROHLF, D. Identification of accraft characteristics including gust induced dynamic effects P 148 N86-27253 ROMIER, A. Auxiliary power systems with gas turbines P 98 N84-12170 ROMMEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements) P 15 N84-11124 ROSCOE, A. M. Assessing pilot workload in flight P 24 N84-34408 ROSEN, C. C., III Producibitity and cost studies of aviation kerosene I AGARD-AR-227] ROSENBRAND, P. J. C. International information exchange P 240 N83-31537 ROSENZWELG, E. L. Repair of composites P 156 N85-17058 ROSS, A. J. The use of free-flight models for the prediction of departure control p 10 N83-30368 Correlation of predicted and free-flight responses near departure conditions of a high incidence research model P 147 N86-2725 ROSS, H. E. Mass-discrimination during prolonged weightlessness P 220 N85-31814 ROSWELL, M. R. Development of satellite data presentation for environmental forecasting P 234 N85-20770 ROTHERAM, S. Ocean wave imagin; by SAR P 202 N84-156-13 ROUAULT, H. A system for measuring the characteristics of the ionospheric channel by digital transmissions.	RYMASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link. SACHER, P. Numencal solutions for three-dimensional cases. Swept wings SACHS, G. Direct force control SAIBEL, E. Chemical-mechanical interaction in gears p 94 N85-23785 SAIZ, M. The 310 airbus test in the ONERA wind tunnel Flight-wind tunnel companson p 35 N84-23587 SALES, G. S. HF over-the-horizon mapping of the Greenland icecap p 203 N84-15654 High latitude spatially adaptive propagation experiment p 183 N86-27544 SALIKUDDIN, M. Application of active noise control to model propeller noise SALINON, L. T. J. A future system design technique based on functional decompostion, supported by quantifiable design aims, and guidelines for minimum maintenance costs p 22 N84-15039 The impact of VHPIC on avionic system architecture, packaging and maintainability p 193 N86-28372 SALIMON, D. J. Calculation of harmonic aerodynamic forces of aerofolis and wings from the Euler equations p 64 N85-25177 SALOMON, M. Augmentation of fighter-aircraft performance by spanwise blowing over the wing leading edge
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p 140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-16] p 197 N85-25801 RINO, C. L. Propagation effects in satellite-borne synthetic aperture radars p 202 N84-15550 Propagation effects on satellite-borne synthetic aperture radars p 182 N86-27539 RISING, J. J. Demonstration of relaxed stability on a commercial transport p 122 N85-26745 Demonstration of relaxed stability on a commercial transport p 126 N85-27898 RISING, J. J. Three-dimensional ballistocardiography in microgravity p 220 N85-31818 RITCHIE, D. Experience in engine face, non-steady, 10w measurements through a side and bottom engine air intel duct p 37 N84-23600 RITCHIE, S. The potential of semiconductors for optical integrated circuits p 238 N85-29768 RIVIA, G. The pressure deflagration limit of solid rocket propellants p 61 N85-17046 RIVIR, R. B. Two spot laser velocimeter measurements of velocity and turbulence intensity in shock tube driven turfline flows RIZZI, A. Numerical solutions of the Euler equations simulating vorter flows around wings p 78 N84-12120 ROADS, C. Q. W. Automatic briefing and mission management systems for battlefield support p 237 N85-29782	ROMLF, D. Identification of accraft characteristics including gust induced dynamic effects p 148 N86-27253 ROMIER, A. Auxiliary power systems with gas turbines p 98 N84-12170 ROMMEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements) p 15 N84-11124 ROSCOE, A. H. Assessing pilot workload in flight p 42 N84-34408 ROSEN, C. C., III Producibility and cost studies of aviation kerosene (AGARD-AR-227) p 158 N86-20580 ROSENBRAND, P. J. C. International information exchange p 240 N83-31537 ROSENZWEIG, E. L. Repair of composites p 156 N85-17058 ROSS, A. J. The use of free-flight models for the prediction of departure conditions of a high incidence research model p 147 N86-2755 ROSS, M. E. Mass-discrimination during prolonged weightlessness p 220 N85-31814 ROSWELL, M. R. Development of satellite data presentation for environmental forecasting p 234 N85-20770 ROTHERAM, S. Ocean wave imaging by SAR p 202 N84-156-34 A radio interference in nidel for wristem E-rope p 171 N84-24963 ROUAULT, H. A system for measuring the characteristics of the ionospheric channel by digital transmissions p 175 N85-19287 ROUWEN, A. J. P. Dynamic behaviour of sphenical and aspherical contact lenses exposed to 4G2-acceleration forces	RYNASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link. SACHER, P. Numencal solutions for three-dimensional cases. Swept wings SACHS, G. Direct force control SAIBEL, E. Chemical-mechanical interaction in gears p 94 N85-23785 SAIZ, M. The 310 airbus test in the ONERA wind tunnel Flight-wind tunnel companson p 35 N84-23587 SALES, G. HF over-the-horizon mapping of the Greenland icecap p 203 N84-15654 High latitude spatialty adaptive propagation experiment p 183 N86-27544 SALIKUDDIN, M. Application of active noise control to model propeller noise SALMON, L. T. J. A future system design technique based on functional decomposition, supported by quantifiable design arms, and guidelines for minimum maintenance costs p 22 N84-15039 The impact of VHPIC on avionic system architecture, packaging and mainteinability p 193 N86-28372 SALMOND, D. J. Calculation of harmonic aerodynamic forces of aerofolis and wings from the Euler equations p 64 N85-25177 SALOMON, M. Augmentation of fighter-aircraft performance by spanwise blowing over the wing leading edge p 80 N84-12133 SALUAN, M. Connecting aeroraft and external loads
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p. 140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-16] p. 197 N85-25801 RIMO, C. L. Propagation effects in satellite-borne synthetic aperture radars p. 202 N84-15550 Propagation effects on satellite-borne synthetic aperture radars p. 182 N86-27539 RISING, J. J. Demonstration of relaxed stability on a commercial transport p. 122 N85-26745 Demonstration of relaxed stability on a commercial transport p. 126 N85-27898 RISING, J. J. Experience in engine face, non-steady, flow measurements through a side and bottom engine air interduct p. 37 N84-23600 RITCHIE, D. Experience in engine face, non-steady, flow measurements through a side and bottom engine air interduct. RITCHIE, S. The potential of semiconductors for optical integrated circuits p. 238 N85-29768 RIVA, G. The pressure deflagration limit of solid rocket propellants p. 61 N85-17046 RIVIN, R. B. Two spot laser velocimeter measurements of velocity and furbulence intensity in shock tube driven turffine flows p. 115 N86-29789 RIZZI, A. Numerical solutions of the Euler equations simulating vortex flows around wings p. 78 N84-12120 ROADS, C. G. W. Automatic birefing and mission management systems for battlefield support p. 237 N85-29782	ROMLF, D. Identification of accraft characteristics including gust induced dynamic effects p 148 N86-27253 ROMIER, A. Auxiliary power systems with gas turbines p 98 N84-12170 ROMMEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements) p 15 N84-11124 ROSCOE, A. H. Assessing pilot workload in flight p 42 N84-34408 ROSEN, C. C., III Producibility and cost studies of aviation kerosene (AGARD-AR-227) p 158 N86-20580 ROSENBRAND, P. J. C. International information exchange p 240 N83-31537 ROSENZWEIG, E. L. Repair of composites p 156 N85-17058 ROSS, A. J. The use of free-flight models for the prediction of departure control p 10 N83-30368 Correlation of predicted and free-flight responses near departure conditions of a high incidence research model p 147 N86-27255 ROSS, H. E. Mass-discrimination during prolonged weightlessness p 220 N85-31814 ROSWELL, M. R. Development of satellite data presentation for environmental forecesting p 234 N85-20770 ROTHERAM, S. Ocean wave imagin, by SAR p 202 N84-15643 A radio interference in odel for winstem Europe p 171 N84-24963 ROUAULT, H. A system for measuring the characteristics of the onospheric channel by digital transmissions p 175 N85-19287 ROUWEN, A. J. P. Dynamic behaviour of sphenical and aspherical contact lenses exposed to 1 Gz-acceleration forces	RYNASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link SACHER, P. Numencal solutions for three-dimensional cases. Swept wings P 83 N86-15263 SACHS, G. Orect force control P 119 N84-10090 SAIBEL, E. Chemical-mechanical interaction in gears P 94 N85-23785 SALZ, M. The 310 airbus test in the ONERA wind tunnel Flight-wind tunnel companson P 83 N84-23587 SALIKUDOIN, M. Application of active noise control to model propeller noise P 75 N86-11176 SALIMUDOIN, M. Application of active noise control to model propeller noise P 75 N86-11176 SALIMUDOIN, T. J. A future system design technique based on functional decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs P 22 N84-15039 The impact of VHPIC on avionic system architecture, packaging and maintainability P 193 N86-28372 SALOMON, D. J. Calculation of harmonic aerodynamic forces of aerofoids and wings from the Euler equations P 80 N84-15039 SALUAN, M. Connecting aercraft and external loads P 23 N84-15046
RIDGELY, D. B. Design and robustness analysis of reduced order controllers for large flexible space vehicles p. 140 N84-24623 RIEBEEK, H. Trajectory measurements for take-off and landing tests and other short-range applications, volume 16 [AGARD-AG-160-VOL-16] p. 197 N85-25801 RINO, C. L. Propagation effects in satellite-borne synthetic aperture radars p. 202 N84-15550 Propagation effects on satellite-borne synthetic aperture radars p. 182 N86-27539 RISING, J. J. Demonstration of relaxed stability on a commercial transport p. 122 N85-26745 Demonstration of relaxed stability on a commercial transport p. 126 N85-27898 RISPOLI, E. Three-dimensional ballistocardiography in microgravity p. 220 N85-31818 RITCHIE, D. Expenence in engine face, non-steady, flow measurements through a side and bottom engine air interduct p. 37 N84-23600 RITCHIE, S. The potential of semiconductors for optical integrated circuits p. 238 N85-29768 RIVA, G. The pressure deflagration limit of solid rocket propellants p. 61 N85-17046 RIVIN, R. B. Two spot laser velocimeter measurements of velocity and turbulence intensity in shock tube driven turfline flows RIZCI, A. Numerical solutions of the Euler equations simulating vortex flows around wings p. 78 N84-12120 ROADS, C. G. W. Automatic briefing and mission management systems for battlefield support p. 29 N84-15085 ROBERT, Q. Aircraft operations from airfields with special unconventional characteristics p. 29 N84-15085	ROMLF, D. Identification of accraft characteristics including gust induced dynamic effects p 148 N86-27253 ROMIER, A. Auxiliary power systems with gas turbines p 98 N84-12170 ROMMEL, B. A. The development of FAST-FLOW (a program for flutter optimization to satisfy multiple flutter requirements) p 15 N84-11124 ROSCOE, A. H. Assessing pilot workload in flight p 42 N84-34408 ROSEN, C. C., III Producibility and cost studies of aviation kerosene (AGARD-AR-227) p 158 N86-20580 ROSENBRAND, P. J. C. International information exchange p 240 N83-31537 ROSENZWEIG, E. L. Repair of composites p 156 N85-17058 ROSS, A. J. The use of free-flight models for the prediction of departure conditions of a high incidence research model p 147 N86-2755 ROSS, M. E. Mass-discrimination during prolonged weightlessness p 220 N85-31814 ROSWELL, M. R. Development of satellite data presentation for environmental forecasting p 234 N85-20770 ROTHERAM, S. Ocean wave imaging by SAR p 202 N84-156-34 A radio interference in nidel for wristem E-rope p 171 N84-24963 ROUAULT, H. A system for measuring the characteristics of the ionospheric channel by digital transmissions p 175 N85-19287 ROUWEN, A. J. P. Dynamic behaviour of sphenical and aspherical contact lenses exposed to 4G2-acceleration forces	RYNASKI, E. G. Flight control system design using robust output observers S SACCO, V. Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link. SACHER, P. Numencal solutions for three-dimensional cases. Swept wings SACHS, G. Direct force control SAIBEL, E. Chemical-mechanical interaction in gears p 94 N85-23785 SAIZ, M. The 310 airbus test in the ONERA wind tunnel Flight-wind tunnel companson p 35 N84-23587 SALES, G. HF over-the-horizon mapping of the Greenland icecap p 203 N84-15654 High latitude spatialty adaptive propagation experiment p 183 N86-27544 SALIKUDDIN, M. Application of active noise control to model propeller noise SALMON, L. T. J. A future system design technique based on functional decomposition, supported by quantifiable design arms, and guidelines for minimum maintenance costs p 22 N84-15039 The impact of VHPIC on avionic system architecture, packaging and mainteinability p 193 N86-28372 SALMOND, D. J. Calculation of harmonic aerodynamic forces of aerofolis and wings from the Euler equations p 64 N85-25177 SALOMON, M. Augmentation of fighter-aircraft performance by spanwise blowing over the wing leading edge p 80 N84-12133 SALUAN, M. Connecting aeroraft and external loads

SALZ, J.	SCHIFF, L. B.	SCHUETZ, R.
Digital data communications over microwave radio	Recent developments in rotary-balance testing of fighter	Operational loads data evaluation for individual aircraft
channels p 173 N85-19272 SAMANN, G.	aircraft configurations at NASA Ames Research Center p 145 N86-27242	latigue monitoring p 45 N85-15669 SCHUETZ, W.
Advanced ND techniques for composite primary	Application of CFD techniques toward the validation of	Crack propagation under constant and variable stress
structures p 154 N84-10216	nonlinear aerodynamic models p 148 N86-27265	amplitudes: A comparison of calculations based on the
SANDEL, W. Viscous effects and heat transfer in a calculation method	SCHILLIGER, M.	Striation spacing and tests p 201 N85-24336 Fracture mechanics and LCF-properties of engine discs
for axialsymmetric flow in multistage turbomachinec using	Asynchronous transmission with strong spectral spread p 177 N85-19300	of Ti 6Al-4V, Inconel 718 and Udimet 700 P/M-HIP
the stream function p 102 N84-16201	SCHIMANSKI, D.	p 110 N86-25378
SANDELL, R. S. The prediction of field strength in the frequency range	Cryogenic test technology, 1984	SCHULTE, K. New analysis aspects of the fatigue crack propagation
30 - 1000 MHz p 172 N84-24968	[AGARD-AR-212] p 158 N85-29116 SCHIMANSKI, J. A.	behavior by SEM in situ microscopy p 201 N85-24335
SANDERS, A. F.	The European Transonic Windtunnel (ETW)	SCHULTEN, J. B. H. M.
Some issues in research on effects of sustained work and sleep loss on performance p 208 N84-21071	p 32 N84-23566	Aerodynamics of wide-chord propellers in non-axisymmetric flow p 71 N86-11153
SANDFORD, M.	SCHIMKE, S. M.	SCHULTZ, D. L.
Dynamic wind-tunnel testing of active controls by the NASA Langley Research Center p 61 N85-22353	Computational aspects of unsteady flows p 144 N86-27232	The isentropic light pistori annular cascade facil ity at BAE Pvestock 0.115 NR6.29851
SANDLER, H.	SCHLOBOHM, J. C.	RAE Pyestock p 115 N86-29851 SCHULTZ, K. J.
Changes in cardiovascular function. Weightlessness	lonospheric factors affecting the performance of HF	Propeller and rotor noise testing in aeroacoustic wind
and ground-based studies p 220 N85-31815 SANDNER, N.	sky-wave sea-state radars at high latitudes p 184 N86-27549	tunnels p 35 N84-23583 SCHULTZE, W. A.
Software ventication of a civil avionic AHR system	SCHMEISSER, E. T.	Theoretical aspects of corrosion and practical
p 7 N83-22138	Foveal flashes and human performance	implications for aircraft and related systems
Documentation and separate test program development is most important for test/maintenance	p 224 N86-26822 SCHMD, H.	p 156 N85-33240 SCHULZ, A.
p 49 N85-16745	Flutter investigations in the transonic flow regime for a	Effects of wakes on the heat transfer in gas turbine
SANKAR, N. L. Computation of unsteady transonic flows about	fighter type aircraft p 117 NB3-22217	cascades p 112 N86-29829
two-dimensional and three-dimensional AGARD standard	SCHMIDT, E. Standard dynamics model experiments with the	SCHULZ, G. Low authority control of flexible spacecraft via numerical
configurations p 65 N85-25183	DFVLR/AVA transonic derivative balance	optimization p 140 N84-24621
SANS, C. Interest of internal bleed for a two-dimensional air intake	p 145 N86-27245	SCHULZ, U. Effective millimeter wave transmission under severe
operating in a wide Mach number range (1.8-3 plus)	SCHMIDT, G. T. Advances in strapdown inertial systems. Introduction	multipath conditions p 178 N85-19308
p 54 N85-16793	and overview p 87 N84-25692	SCHWAB, L. M.
SANTI, G. Missile system for low altitude air defence	SCHMIDT, J. F.	A predictor model for EHF communication satellite system availabilities in the presence of rain
p 142 N84-31255	End-wall boundary layer measurements in a two-stage	p 163 NB3-30896
SANTUCCI, G.	fan p 103 N84-16208 SCHMIDT, W.	SCHWARZ, W., B.
Visual perception in systems management in aeronautics p.214 N84-33017	Numerical solutions of the Euler equations simulating	New aspects improving the availability of digital LOS-radio relay links deduced from wide-band
Visual function and the definition of thresholds for	vortex flows around wings p 78 N84-12120 Tornado autopilot measures to ensure survivability after	measurements at 5 and 15 GHz p 164 N83-30901
exposure to laser radiation p 214 N84-33019 Grasp of information by the pilot in future combat	tailures p 30 N84-15094	SCHWEGLER, F.
aircraft p 229 N85-19662	SCHMIT, V. P.	Software development. Design and reality p.4. N83-22114
Evaluation of helicopter helmet-mounted display	Changing system and display concepts and their impact on aircrew performance p 230 N85-19665	SCHWEGLER, H. F.
mock-up p 222 N86-26806 Sensitivity to color contrasts and the selection of	SCHMITT, P. K.	Terrain following without use of forward looking
navigator personnel p 227 N86-30318	Radar signal processing with high speed LSI devices	sensors p 69 N85-26659
SARAVANAMUTTOO, H. I. H.	p 189 N86-28352 SCHMITT, V.	SCOFIELD, B. Uninstalled aero engine testing in operation in the Royal
Development of modern turboprop engines	Ground/flight correlation on the Alpha-Jet experimental	Air Force p 132 N84-25731
p 74 N86-11168 SARI, J. W.	aircraft with a transonic wing. A comparison of the wing	SCOTT-WILSON, R. J.
Anomalous propagation and radar coverage through	pressure distribution and local wake survey from analytical, wind tunnel and flight results p.9. N83-30362	The impact of artificial intelligence on airborne maritime reconnaissance p 193 N86-28374
inhomogeneous atmospheres p 172 N84-24967	Wind tunnel and flight test analysis and evaluation of	SCOTT-WILSON, T. H.
SARIC, W. S. Boundary-laver transition T-S waves and crossflow	the buffet phenomena for the alpha jet transonic wing	Design of a software maintenance facility for the RAF
mechanisms p 84 N86-15268	p 145 N86-27239 SCHMITZ, B, W.	p 8 N83-22150
Laminar flow control with suction. Theory and	Hot gas APU starter for advanced aircraft applications	SCOTT, J. N. Numerical solution of the Navier-Stokes equations for
experiment p 84 N86-15269 SAUTER, H. E.	p 99 N84-12178 SCHMOLDERS, M.	3-D internal flows An emerging capability
Organizational structure and operation of	A study of ULF propagation at high southern latitudes	p 196 N85-32300
defense/aerospace information centers in the United	using sterics p 186 N86-27561	SCOTT, K. T. Coatings for fuel economy or materials substitution
States of America p 240 N83-31535	SCHNEEWEISS, H. CADAS A computer aided design tool for avionic	p 151 N84-33477
SAVAGE, P. G. Advances in strapdown sensors p.87 N84-25693	systems p 27 N84-15065	SCOTT, R. K.
Strapdown system algorithms p 87 N84-25694	SCHNEIDER, A.	Investigating version dependence in fault-tolerant software p.49 N85-16749
SAYLES, R. S.	UHF communications through forested propagation channels p.174 N85-19280	SCRIVENER, C. T. J.
The characteristics of surface roughness important to gear and rolling bearing problems p.93. N85-23782	SCHNEIDER, G.	Wake-passing in a turbine rotor cascade
SCANO. A.	Preliminary design of aircraft using structural	p 112 N86-29830
Hallistocardiography A non-invasive method advancing	optimization methods p 17 N84-11133 SCHNEIDER, K.	SEABRIDGE, A. G. The use of multiplex data buses in a high integrity
towards clinical application p 211 N84-21093	Mechanical aspects of high temperature coatings	system p 2 N83-22102
Three-dimensional ballistocardiography in microgravity p 220 N85-31818	p 106 N85-15749 SCHNEIDEWIND, N. F.	Integrated powerplant control systems and potential
SCHAAD, G.	Usability of military standards for the maintenance of	performance benefits p 18 N84-12063 SEAMAN, D.
Sustained military operations with particular reference	embedded computer software p 6 N83-22129	Response of propellants to high dynamic stresses. The
to prolonged exercise p 210 N84-21081 SCHAAFF, H.	SCHOEVERS, H. W. C. L. APU in commercial airline operation	uses of gun launch techniques p 59 N85-17035
A life cycle model for avionic systems	p 98 N84-12173	SEBRING, D. L.
p.8 N83-22146	SCHOTTER, R.	Design and development of the multifunction flight control reference system p 18 N84-12065
SCHAENZER, G.	A modern approach of a synthetic apertuie radar processor and its technological aspects	Application of multifunction strapdown inertial system
Influence of windshear on flight safety p 30 N84-15088	p 235 N85-20778	p 88 N84-25698
SCHELL, J. E.	High speed digital image processing functions for a	SEECK, D. Observations of physiological and psychological effects
Fault tolerant spaceborne computer	realtime synthetic aperture radar processor p 189 N86-28355	of terrain following flight based on in-flight test
p 138 N84-24607 SCHERER, H.	SCHRA, L	experience p 229 N85-19657
The European vestibular experiments of the Spacelab-1	Fatigue crack propagation and fracture in 7050 and 7091	SEEMANN, R. J. Application of flight controls technologists angular control
mission p 219 N85-31808	aluminum alloy forgings p 199 N85-24324 SCHRADER, M. A.	Application of flight controls technology to engine control systems p. 18 N84-12061
Some results of the European vestibular experiments in the Spacetab-1 mission p 219 N85-31809	The heat sensitivity of solid propellants	SEGINER, A.
in the Spacelab-1 mission p 219 N85-31809 SCHERRER, B.	p 60 N85-17043 SCHREINER, B.	Augmentation of fighter-aircraft performance by
Real time flight test conduction and monitoring	Terrain following without use of forward looking	spanwise blowing over the wing leading edge p.80 N84-12133
p 43 NB4-34414	sensors p 69 N85-26659	SEGNER, S. M.
SCHEUERER, G. Calculation of laminar-turbulent boundary layer transition	SCHROERS, L. G. Dynamic structural aeroelastic stability testing of the	Propagation prediction usage in automated frequency
on turbine blades p 113 N86-29639	XV-15 tilt rotor research aircraft p 12 N83-30376	assignments based on cosite and remote system spectrum sharing p 164 N83-30905

SEIDEL, D. A.	
Experience with transonic unsteady a	erodynan
	N85-251
SEIDEL, W.	
Aircraft tests in the clearance program for	the use of
combat aircraft from a runway after damage	repair
	N84-344
SEIFFRT R	

New flight deck design in the light of the operational apabilities p 31 N84-15097 Cockpit automation requirements derived from m SEIGNEURIC, A.

The exercise electrocardiogram p 210 N84-21085 Continuous ECG monitoring by the Holter method p 210 N84-21086

The Holter method in aeronautical me medicine p 210 N84-21087 Continuous ECG monitoring of Mirage 2000 pilots companson with Mirage 3 and F1 pilots)

p 226 NB6-30315 SELEGAN D B

The STOL and maneuver technology program integrated control system p 124 N85-26757 The STOL and maneuver technology program integral control system development p 128 N85-279 p 128 N85-27910 SELINCE, G.

G. v concept for guiding missiles with an application round-air system p 142 N84-31253 to the ground-air system SELLA. F

The flight control system for the Experimental Aircraft Programme (EAP) demonstrator aircraft

p 124 N85-26755 The flight control system for the Experimental Aircraft

Programme (EAP) demonstration aircraft p 128 N85-27908 SENDECKYJ, G. P.

NDE techniques for composite laminates p 152 N84-10205

Ground and flight test techniques used for proof of structural integrity of the Tornado combat aircra p 12 N83-30377

SEREDA, P. J. . J. Imental factors in corrosion and deterioration of p 157 N85-33241

SESTERHENN H ulations on technical requirements for protection

devices against a nuclear light flash n 224 N86-26819

German development of a LC-flashblindness device n 224 N86-26820 SHAFFER, I. S.

Methodology for assessment of corrosion costs n 39 NR4-25623 Protective systems and maintenance po environments SHANAHAN, D. F. p 157 N85-33245

aspects of helicopter Medical rashworthiness p 213 N84-26287
Back pain in helicopter flight operations n 213 N84-26288

SHANMUGAN K S Digital simulation of communications channels p 176 N85-19290 OVERVIEW SHAPIRO, A. J.

Advanced design and performance optimizatio techniques utilized to develop the F-11 Weapons/Navigation Computer (WNC)

p 2 N83-22103 The design, simulation and development The design, simulation and ueveloping pace Shuttle Data Bus System p 141 N84-24624 Design-To-Cost (DTC) methodology to achieve p 67 N85-26645 affordable avionics SHAW D. F.

Transonic configuration design (fighter) p 21 N84-12082 SHAW, J.

Simulation requirements to support the development of a fault tolerant avionic system p 27 N84-15072 SHAW, R. L.

Electronic warfare software SHEARMAN, E. D. R.
A review of propagation and scattering factors in

remote-sensing and ship-tracking by HF rad p 203 N84-15655 SHEPARD, J.

The impact of artificial intelligence on airborne maintime p 193 N86-28374 reconnaissance SHERIDAN, T. B.

workload, performance and aircraft control p 231 N85-19670 SHERMAN, L.

Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 NB6-26813

The design and development of an integrated core system for battlefield helicopters p 56 N85-16611

SHILLITO, P. L.

SHINGLEDECKER, C. A.

subjective workload metrics for ments p 207 N84-21065 rational environments

The observation and interpretation of gear tooth utures p 95 N85-23792 failures SHRUBB, K. F.

ties associated with future windscreen and p 225 N86-26824 HUD integration SHUFORD, R. J. Characterization of cumulative damage in composites uring service p 153 N84-10210

during service SIDFORD, M. J. Influence of the airframe on the performance of anter p 167 N84-12372

Manufacturing developments to reduce strategic paterials usage p 150 N84-33475 materials usag SIEGEL. S.

A flutter optimization program for complete aircraft p 17 N84-11134 structural de

SIEVERDING C H Effects of a skewed inlet end wall boundary layer on the 3-D flow field in an annular turbine cascade

p 102 N84-16202 cts of wakes on the heat transfer in gas turbine les p 112 N86-29829

cascades SIMARD, R. Corrosion control maintenance practices for Canadian

A predictor model for EHE communication satellite

p 163 N83-30896 SIMMONS, R.

Micro-heads-up display for enhancement of night vision oggle operations p 223 N86-26809 goggle operations SIMON, B. p 23 N84-15043 ed visualization

SIMPSON, H. R. MASCOT developments to improve software structi

Mil-DAP Its architecture and role as a real time airborne

Two-dimensional turbulent separated flow [AGARD-AG-287-VOL-1] p 85 p 85 N86-19300 SINDALL, J. H The vulnerability of cast double base rocket motors to

omechanical attack p 59 N85-17033 SKAUG, R.

Fast synchronization model for UHF spread-spectrum ommunication system p 176 N85-19296 SKOTNICKI, J.

TUTOR (CL-41A) tail flight load survey p 46 N85-15678

Control of the forebody vortex orientation by asymmetric air injection. Part A. Application to enhance departure/spin recovery of fighter aircraft and Part B. Details of the flow p 119 N84-10088

Control of advanced fighter aircraft p 119 N84-10089 SKUDRIDAKIS, J.

OLGA An open loop gust alleviation p 122 N85-26744 OLGA An open loop gust alleviation

p 126 N85-27897 SLEIGHT, G. R.

A cost-effective night attack system for ground attack p 88 N86-26317 aircraft SLOOFF, J. W.

Computational methods for subsonic arid transonic aerodynamic design p 20 N84-12
Application of computational procedures in aerodynamic accomputational procedures in aerodynamic accompanies acco p 20 N84-12078 design SMITH, B. A. W.

The effect of combined U V radiation and high energy electrons on the behaviour of polymer matrix composites in hard vacuum p 137 N83-30495 SMITH, C. J.

re-in-the-loop simulation techniques used in the development of the Sea Harrier avionic system p 27 N84-15071

SMITH, C. J. E. requirements for the design and maintenance against corrosion of UK military aircraft n 157 N85-33244

Effective life cycle software support. A study in discipline p 49 N85-16746

Transmission error measurements p 95 N85-23794

WITH, J. H. B. Theoretical modelling of three-dimensional vortex flo p 78 N84-12116 Numerical solutions for three-dim p 83 N86-15264

SMITH, K. F.

licopter crashworthiness p 30 N84-15090 SMITH, M. E. F.

Disc fatigue life predictions for gas turbine en

ructural design and test of the shuttle RMS p 135 N83-30481

SMITH, R. I fuel starter for lowest system life cycle c p 99 N84-12179

SMITH B A C dynamic approach to military avionics p 28 N84-15075

SMITH R M Time and space domain filtering for improved HF communication p 177 N85-19298

SMITH, R. V.

TH, R. V.

Modelling circulation control by blowing
p 51 N85-16778

SMITH, S. D.

Optically bistable devices using inSb p 236 N85-29758

All-optical logic gates with external switching by laser and incoherent radiation p 237 N85-29766 SMITH, S. G.

Reference systems for the evaluation of dead-reckoning navigation equipment gation equipment effection of dead-reckoning patient p 62 N85-22358 D 42 NB4-34406

navigation equipment SMITH, T. D. Ground and flight testing on the fly-by-wire Jaguar

equipped with a full time quadruplex digital integrated flight control system p 3 N83 22111

introduction and review of some jet interference phenomena relevant to V/STOL aircraft

p 39 N84-25626 SNELL, A. J. V. A method of estimating aircraft attitude from fly by wire

flight control system data p 68 N85-26653 SNELLING, K. S.

Certification experience of the Jaguar fly-by-wire demonstrator aircraft integrated flight control system p 31 N84-15095

SNODGRASS, T. D. Avionics fault tree analysis and artifical inte luture aircraft maintenance p 50 N85-16755

An extended real-time microwave airplane position SNYDER, H. L.

Electronic displays Their strengths and weaknesses for advanced high performance aircraft

p 230 N85-19664 SOECHTING, F. O.

A model for correlating flat plate film cooling effectiveness for rows of round holes

p 113 N86-29840 SOICHER, H.

Propagation Aspects of Frequency Sharing, Interference and System Diversity

[AGARD-CP-332] p 160 N83-30873 Multipath and Doppler observations during transatlants digital HF propagation experiments p 174 N85-19281 Propagation Effects on Military Systems in the High Latitude Region | AGARD-CP-382 |

p 181 N86-27531 Variability of transionospheric signal time delay at high titudes near solar minimum p 181 N86-27536 iatitudes near solar minimum SOLIGNAC, J. L.

Experimentation with turbulent flows experiencing the ects of an adverse pressure gradient

p 80 NB4-12127 SOLIMAN, M. M.

.IMAN, M. M. Modellir.g circulation control by blowing p.51 N85-16778

The evolutive state: A new definition of system state to include sequencing of events p 66 N85-26643

Two-level data-flow architecture for programmable onnal processing p 190 N86-28358

TTM, J. P.
The role of onboard intelligence and of orbital servicing in the increase of satellite lifetime p 138 N84-24605

Characteristics of high latitude meteor sci propagation parameters over the 45 - 104 MHz band scatter

SPALART, P. R.

Numerical simulation of vortex breakdown by the ortex-filament method p 79 N84-12126 vortex-filament method SPANJAARD, N.

ID, N. 3 diffusion by hydrometeorology A numerical p 162 N83-30890 SPEER, T. M.

In-flight evalution of LCF life consumption of critical rotor omponents subjected to high transient thermal stress p 104 N85-15734

p 156 N85-33239

N83-22136

p.4 N83-22113

p 242 N84-17066

p 242 N84-17069

p 200 N85-24331

SUGAVANAM, A.

SPENCER, M. B.

STOCK, H. W.
Turbulent diffuser flow studies related to the design of the ETW diffuser p 33 N84-23572 SPENCER, M. B. iavanami, a. Recent developments in three-dimensional wake nalvsis p.84 N86-15273 aptation to irregularity of rest and activity p 208 N84-21070
A double blind comparative trial of powdered ginger root, hyosine hydrobromide, and cinnarizine in the prophylaxis NR4-21070 SULLIVAN, T. M. STOCKER, J. implications of propagation uncertainties in freque Software testing of safety critical syste sharing analyses p 28 N84-15073 motion sickness induced by cross coupled stimulation p 216 N85-20657 STOKES, A. F. Corrosion management strategies for aircraft and related SPEYER, J. J. Reference systems for the evaluation of dead-reckoning avigation equipment p 42 N84-34406 Certification experience with methods for minima Relating corrosion maintenance to environmental ictors p 157 N85-33247 navigation equipment Reference systems for the evaluation of dead-reckoning p 32 N84-15101 p 62 N85-22358 SPIEKHOUT, D. J. SUNDBERG, G. M. Structural load measurements on a Northrop NF-5A p 45 N85-15667 STOKKE, K. N. Applications of network modeling and analysis to system TORKE, N. N.

World attas of ground conductivities with particular emphasis on the high latitude region p 186 N86-27563 validation and vertication SUNDSTROM, D. E. SPIKES, H. A. opter fransmission lubricants p 91 N85-23768 Avionic software design SUNG, C. C. STOLIKER, F. N. The effects of wing lip devices on the performance of Sund, C. C.

Stationary properties and switching characteristics of dispersive optical bistability in CuCl p 237 N85-29763 SURYANARAYANAN, K. Technical evaluation report on the FDP Symposium on Flight Test Techniques the BAe Jetstream The effect of wing tip devices on the far-held wake of Paris Aircraft p 80 N84-12131 p 91 N85-21157 (AGARD-AR-208) The treatment of convected vortices in compressible potential flow p 79 N84-12121 Sleep and wakefulness handbook for flight medical Tactical requirements impact on a p 22 N84-15036 SUTTON, J. R. officers AGARD-AG-270(FR) system design SPLETTSTOESSER, W. R. n 207 N84-15788 Dissemination of data and information Adaptation to irregularity of rest and activity
p 208 N84-21070 ropeller and rotor noise testing in aeroacoustic wind Data organisations and their manag p 35 N84-23583 SPOELSTRA, T. A. T. STONE, D. E. W.
In-service NDI of composite structures. An assessment Correcting radio astronomy interferometry observations or ionospheric refraction p 170 N84-24957 On the use of marker loads and replicas for measuring of current requirements and capabilities p 155 N84-10220 growth rates for small cracks SWANN, T. G. PAGUE, R. A. Gas turbine engine design considerations as related to STORAASLI, O. O. Impact of new computing systems on computational mechanics and flight-vehicle structures technology p 91 N85-10042 alloys of high critical element content p 150 N84-33470 SPROSEN, B.
Potential impact of Navstar GPS on NATO tactical p 233 N85:20763 SWIERSTRA, S. operation Aircrew fatigue during extended transport, tactical, and command post operations p 209 N84-21075 SRIMIVASAN. G. R. Unsteady interactions of transonic airfoils with gusts and concentrated vortices p 148 N86-27261 STAINBACK, P. C. STOTT, J. R. R. e blind comparative trial of powdered ginger root hyosine hydrobromide, and cinnarizine in the prophylaxi of motion sickness induced by cross coupled stimulation automation An evaluation of factors affecting the flow quality in wind SYKES G F p 34 N84-23577 The current status of the RAF programme of densensitisation for motion sick aircrew p 217 N85-20658 High Reynolds number tests of the cast 10-2/DOA2 SYLVESTRE, M. transonic airfoil at ambient and cryogenic temperature p 33 NB4-23575 STRANG. A. Active and passive shock/boundary layer interaction control on supercritical airfoils p 54 N85-16795 Practical implications of the use of aluminide coatings for the corrosion protection of superalloys in gas Transonic drag rise and drag reduction by active/passive bundary layer control p 85 N86-15275 SYMONS, K. D. Transonic drag rise annuology to boundary layer control p.85 N86-152/5 **STAROPOLI, F.**Flight parameters recording for structure fatigue life p.47 N85-15682 p 150 N84-33476 STRANGE. C. Instabilities in trailing vortices Flow visualization using SZALAI, K. J. p 76 N84-12103 monitoring STATLER, I. C. Statistical study of elevated ducts extension Military pilot e STATSINGER, J. p 228 N85-19655 p 162 N83-30889 D-19 evaluating the height of tropospheric conduction f evaporation p 171 N84-24962 Technical evaluation report on the 46th Symposium of the Avionics Panel on Space System Applications to STREET, K. N. TAGHIZADEH, M. factical Operations AGARD-AR-2031 Computation of influence of defects on static and fatigue strength of composites p 154 N84-1021 STREHLOW, H. p 97 N85-18988 p 154 N84-10217 STAUNING, P. TAUMING, P.

On the relationship of F-region structure in the dayside auroral oval to HF backscatter signatures attributed to the TAILLET, J. Aeroelastic design considerations in the developm p 16 N84-11126 p 184 N86-27552 polar cusp STRICKLAND, J. I. VHF and UHF propagation in the Canadian high Arctic p 172 N84-24969 STEIN, G. TAILLIBERT, P. Performance and robustness aspects of digital control p 120 N84-10098 F.H.F. propagation measurements along satellite-Earth STEINHOFF, J. p 182 N86-27542 paths in the Canadian High Arctic STROLLO, F. The treatment of convected vortices in compressible Three-dimensional ballistocardiography in microgravity p 220 N85-31818 STEINMAYER R. F. STROMSOE. E. p 157 N85-33246 p 59 N85-17031 TALBOT, S. H Penguin warhead safety tests STROTHER, D. O. Integration of sensor fusion in advanced helicopte cockpil design STEINVORTH, R. SHE/EHE ray bending ium Arsenide water scale integration TANG. D. D. p 188 N86-28349 p 57 N85-16813 STEPHAN, B. PHAN, B.
Use of a CO2 laser lidar for flight and penetration at ery low attitudes p. 90 N86-26326 Evaluation of coerational loads to verify structural esign p 46 N85-15677 TANG. J. S. STRULL G Understanding the roles of the strategic element cobalt nickel base superallovs p 150 N84-33471 The impact of very high performance integrated circuits a uninconces system readiness p 193 N86-28373 in nickel base superalloys TANNA, H. K. STUBBE, P. Computer analysis of visual and vestibular oculomotor function in the medical selection of fighter aircrew members p. 227. N86-30319 Anomalous absorption effects produced by high power radio waves in the high latitude ionosphere TAPLIN, D. W. p 160 N83-30878 STEVENTON, A. G. STUCKENBERG, N. The potential of semiconductors for optical integrated A diagnosis scheme for sensors of a flight control syster using analytic redundancy p 19 N84-12067 STUEBING, H. G. TARADA, F. H. A. circuits STEWART C. M. dvances in airborne radar. The new capabilities A Software Engineering Environment (SEE) for wi p 13 N83-34894 TARDU, S. p.9 N83-22151 system softwa system sometic **STURGEON, J. R.**Operational loads measurement A philosophy and its p 44 N85-15665 STEWART .

Requirements decomposition and other myths p.4 N83-22117 Dynamic control of inbound flights for minimum cost peration p 86 N83-22186 peration
A cost-efficient control procedure for the benefit of all p 6? N85-26651 SWORTZEL, F. R.

AFTI/F-16 An integrated system approach to combat p 26 NB4-15063 Space environmental effects on materials p 136 N83-30485 Continuous ECG monitoring of Mirage 2000 pilots (comparison with Mirage 3 and F1 pilots) p 226 N86-30315 A high performance chip set implementation of a finite p 189 N86-28351 Analytic redundance management for flight control lensors p 14 N83-34900 T All-optical logic gates with external switching by laser nd incoherent radiation p 237 N85-29766 p 237 N85-29766 A systematic characterization of the effects of atmospheric electricity on the operational conditions of iDA Software test language and related tools p.7 N83-22137 TAISSERIE, R.
Problems of the integration of propellers in airframes especially for high performance twin-engine aircraft p. 73 N86-11165 n 182 N86-27541 Diversity reception of COMSTAR 19/29 GHz satellite beacons in convective rain climate of Florida, 1978 -1981 p.163 N83-30897 Automatic electron density profiles from otiles from digital p.204 N84-15659 Application of active noise control to model propelled p 75 N86-11176 The prediction of field strength in the frequency range 30 - 1000 MHz p 172 N84-24968 p 172 N84-24968 Effects of surface roughness on heat transfer to gas turbine blades p.112 N86-29832 Experimental study of unsteady turbulent boundary layers subject to mean pressure gradients of zero or TARRICONE, L Evolution of the design techniques for helicopter ma transmission gearboxes TARVER, C. Response of propellants to high dynamic stresses. The uses of gun launch techniques. p.59 N85-1703: N85-17035

STEWART J. F.

STIEWITT, H.

An experimental nonlinear optical waveguide device

NASA/RAE collaboration on nonlinear control using the F-8C digital fly-by-wire aircraft p 3 N83-2210:

p 237 N85-29762

STUTZMAN, W. L.

ice depolarization on low-angle 2 GHz satellite downlinks p 169 N84-24946 SUDCHOO, A.

Inviscid compressible flow past a multi-element aerofol p 51 N85-16776

PERSONAL AUTHOR INDEX		
TASCHEK, R. F.		
Status and future of the use of n	umerical p 241	and lactual N84-17060
TAYLOR, G. Gallium Arsenide water scale integ	gration	
	p 188	N86-28349
TAYLOR, L. W., JR. Spacecraft control research at NA	SA	
Spacecran control research at 14	p 138	N84-24604
TAYLOR, R. G. Limitations of manual NDT system	me and	the No Eves
concept concept	p 108	N86-25365
TAYLOR, R. M.		tha
Some effects of display format perception of aircraft spatial oriental	st variat bon	DIES ON THE
	p 230	NB5-19666
TAYLOR, R. N. Software testing in an Ada progra	ımmıng e	environment
	p 49	N85-16748
TAYLOR, W. R. Accelerated Mission Endurance 1	resting (AMET)
	p 104	N85-15736
TEALE, D. C. CRT install and secure stations for	or the ge	enenc monitor
line	p 198	N86-19632
TEIGE, S. H. Comparison of flight and w	ind tun	nel buffeting
measurements on the SAAB 105 a	rcraft	N83-30369
TENHAVE, A. A.	•	
TURBISTAN A standard load	sequere	ce for aircraft N86-25380
engine discs TENNY, D. R.	рп) (480-23300
Space environmental effects on	materials	s 6 N83-30485
TENNYSON, R. C.	p 130) 1483-30400
The effect of space environr	nent on	the therma
distortion of polymer matrix compo	sites p 13:	5 N83-30484
The effect of space environme		

ermal 0484 polymer matrix composite p 137 N83-30492
The effect of combined U V radiation and high energy electrons on the behaviour of polymer matrix composite in hard vacuum p 137 N83-30495 Computation of influence of defects on static and fatigue p 154 N84-10217 strength of composites
TERMOHLEN, J. Conceptual model of critical requirements for effective

pilot performance in high performance aircraft p 230 N85-19661

TERPSTRA, A. P. Inertial-optical attitude determination and model following control of maneuvering spacecraft p 139 N84-24613

Problems and possibilities for life extension in gas turbine omponents p 105 N85-15742 Practical experience with damage tolerance based life extention of turbine engine components p 111 N86-25383

THEBAUD, L. R. remote sensing of internal waves and optical es p 205 N84-15670 THEOBOLD, D. M.

System aspects of clear air propagation above 40 3Hz p 162 N83-30893 THERBURG, R. D. image supported navigation in low altitudes based on the detection of roads and rivers p. 2 N83-22099

THIBERT, J. J. Detailed study of the llow around a multi-element airfolion proparison with calculations p.51 N85-16775 Modern propeller profiles p.71 N86-11152 p 51 N85-16775 p 71 N86-11152 Comparison w THIEDE, P.

Active and passive shock/boundary layer interaction ontrol on supercritical airfolls p 54 N85-16795 control on supercritical airfolis
THIEME, G.

EME. G.
Attriude control on large flexible spacecraft
p 140 N84-24620

p 140 N84-24620
Long term cross-polar statistics at 12 and 14 GHz on a 30 deg stant-path p 163 N83-3nam
THOBAS, A, S.
Aproximation

Aircraft drag reduction technology A summary p.84 N86-15267 THOMAS, A. S. W. Aircraft drag reduction technology p 52 N85-16782 THOMAS, G. R.

Characterization of cumulative damage in composit p 153 N84-10210 during service THOMAS, H. H. B. M.

The aerodynamics of aircraft control. A general survey in the context of active control technology p 118 N84-10084

Aerospatiale's experimentations of vectorization on supercomputers for aircraft structural probl problems p.90 N85-10041

THOMAS, M. B. Advanced signal processing technology for future radar vations p.192 N86-28368

THOMAS, M. E. Anomalous propagation and radar coverage through p 172 inhomogeneous atmospheres THOMASSON, R. E.

Automatic flight control modes for the AFT1/F-111 Automatic hight control modes for the AFTI/F-111 mission adaptive wing aircraft p 128 N85-27909 ssion adaptive wing aircraft

Propagation 1 State of the art of modelling and prediction in HF propagation p 158 N83-30864 Propagation 2 Problems in HF propagation p 159 N83-30870

Media effects on systems in the high latitude region p 181 N86-27533 TIEBSTEIN, H.

Transonic pressure distributions on a two-d 0012 and supercritical MBB-A3 profile oscillating in heave and pitch p 63 N85-25173 TILLMAN, P. R.

Maintaining consistency and accommodating networking in a self-regenerative distributed datab management system (a discussion of the means p 68 N85-26656 TIMBAL, J.

Walue of the tilt table in the exploration of circulatory value of the tilt table in the exploration of circulatory p.211 N84-21095

Unsteady vortex airfoil interaction p 145 N86-27240 TITTLEBACH, G.

Organizational structure and operation of defence and aerospace information centers in the Federal Republic of p 239 N83-31532 Germany TIWARI, S. N.

An asymptotic theory for the interference of large aspect ratio swept wings and multiple propeller slipstream p 73 N86-11167

ARD, J. A. The European Transonic Windtunnel (ETW) p 32 N84-23566 p 32 N84-23566 The European Transonic Windtunnel (ETW) project p 134 N86-20427

On issues concerning flow separation and vortical flows three dimensions p.75 N84-12100 On issues concerning on the dimensions p. 7.5 Non-increase problems in thight dynamics involving aerodynamic bifurcations p. 146 N86-27249 Bifurcation theory applied to aircraft motions p. 146 N86-27250

Application of AFTI/F-16 task-tailored control modes in

Application of AFTI/F-16 task-tailored control modes in advanced multirole tighters p 125 N85-2735 N85-27388 Transhorizon microwave propagation measurements

related to surface meteorological parameters p 171 N84-24964

TOOLEY, F. A. P.

Optically bistable devices using inSb p 236 N85-29758 All-optical logic gates with external switching by laser nd incoherent radiation p 237 N85-29766 erent radiation

Turbulent bubbles behind airfoils and wings at high angle attack p.52 N85-16779 of attack TORNGREN. L.

New dynamic testing techniques and related results at p 145 NBC-27244 TOU. C. P.

On combating multipath effects using spread-spectrum p.164 N83-30906 TOUR MAY F

Helicopter air inlets Design process, wind tunnel testing and correlations with flight data p 13 N63-30383 TOULOUSE P.

The cartification of airborne complex digital systems p 123 N85-26754 Certifying complex digital systems on civil aviation p 127 N85-27907

TOWLER, J. B. Low cost two gimbal inertial platform and its system integration p 69 N85-26661

TOYNE, G. B. All-electric accessory drive systems engine design and performance p p 100 N84-12184 TOZER, T. C.

UK Skynel 4 communications satellites p 232 N85-20757 TRABOCCO, R. E.

p 156 N85-17058 Repair of composites
TRAUTMANN, K. H. New analysis aspects of the fatigue crack propagation behavior by SEM in situ microscopy p 201 N85-24335

TRAUTNER, 5. Handling of hydrazine in the Royal Danish Air Force p.213 N84-33014

TRAUTWEIN, M. Data stimulated on-line-checking (IROLD) p 50 N85-16754

TREBBLE, W. J. G.

Some aeroacoustic wind tunnel measurements, theoretical predictions, and flight-test correlations on subsonic aircraft propellers p 74 N86-11170 TRIMBORN, F.

Sensitivity tests for solid propellants in German p 58 N85-17028

Aspects of correlation in the identification of dynamic Aspects of correlation in the identification of the effects from complimentary techniques Evolution at high angles p.11 N83-30375 Recent developments in techniques for dynamic simulation for the identification of stability parameters
p.146 N86-27246

TRONG, N. N.

ONG, N. N.

CF-5 vertical stabilizer flight load survey
p 46 N85-15673

TROULLOT, P.

Cooling techniques for turbojet pre-heate

Remote sensing of atmospheric pressure and sea state note sensing of atmospheric principal multicolor laser satellites using short-pulse multicolor laser p 206 N84-15674

TSOLAKIS, A.

Ice depolarization on low-angle 2 GHz sat downlinks p 169 N84-2 p 169 NB4-24946 TSUNODA, R. T.

the relationship of F-region structure in the dayside auroral oval to HF backscatter signatures attributed to t p 184 N86-27552 TUEFEKCIOGLU. A.

Maintenance and the military environment p 157 N85-33243

TURCK, G.
Flight tests with a new helicopter Force Feel System (FFS) p 57 N85-16818 p 57 N85-16818

TURNER A. B. Effects of surface roughness on heat transfer to gas turbine blades p 112 N86-29832

TURRA, S.

Possible technological answers to new design requirements for power transmission systems p 93 N85-23779

U

UFFELMAN, D. R. The application of real-time model update by oblique ionospheric sounders to frequency sharing p 161 N83-30883

Determination of propagation limitations at HF eal-time update of a computer model from oblique sounder n 204 N84-15660

بود... انطه المرابعة On the utilization of ionospheric d

Attention, performance, and sustained activation in military air traffic controllers p 209 N84-21076 UZUNOGLU, N. K.

Propagation of wide bandwidth signals in a troposph ducting system p 173 N85-19. p 173 N85-19271

VALADIER, J. C.

Dependable avionic data transmission p 129 N86-20405

VALENTIN, R. ALENTIN, R.

Wideband line-of-sight channel measurements and simulation. Application to digital radio links.

p. 174 N85-19283

VALLAS, G. p 188 N86-28348 VLSI control structures VALLERANI. E.

Fracture mechanics and fatigue criteria in material section for space applications p 135 N83-30480 VALLOT, L. C.

Development of a Helicopter integrated navigation p 55 N85-16802

Grasp of information by the pilot in future combat p 229 N85-19662 Evaluation of helicopter helmet-mounted et-mounted display p 222 N86-26806

mock-up VAN:DALEN, A. Systematic radiographic examination of the spine for election of F-16 pilots. A preliminary report

report p 227 N86-30323

VANDAMME, P.
Theoretical study of a dynamic simulator of selective fading for digital, wireless beam microwave links p 176 N85-19294

VANDENBERG, B. Design of an airfoil leading edge stat using an inverse erodynamic calculation method p.51 N85-16777 Three-dimensional boundary layer research at NLR p.195 N85-25787

VANDENBIGGELAAR, H.

Improvement of aerodynamic performance through boundary layer control and high lift systems [AGARD-AR-210] p 85 N86-20376 VANDENBIGGEL AAR. H. Centriuge operations and training in the Royal Netherlands Air Force p 221 N85-31825 VANDENBIGGELAAR, H. H. AMDENBIGGELAR, H. H.

Dynamic behaviour of spherical and aspherical contact lenses exposed to + Gz-acceleration forces

p. 224 N86-26816 VANDENBIGGELAAR, H. H. M. ANDENBIGGELAAR, M. H. M.

Systematic radiographic examination of the spine for selection of F-16 pilots. A preliminary report p 227 N86-30323 VANDENBOSCH, P. Selection procedures for F-16 pilots in the Belgian Air sce p.221 N85-31822 Treadmill spiroergometry in the selection and screening of high-performance combat aircraft pilots in the Air Force p 228 N8 Air Force
VANDENNEUVEL, A. C. H.

Dynamic behaviour of spherical and aspherical contact lenses exposed to + Gz-acceleration forces p 224 N86-26816 p 228 N86-30325 VANDERHOEK, L. The impact of propagation effects on the design of high capacity digital microwave links in the 18 GHz frequency band p 174 N85-19278 VANDERHYDE, N.
Review of USAF treatment of solid propellant rocket p 58 N85-17027 VANDERLINDEN, H. H. Modifications of flight by flight load sequences to provide for good fracture surface readability p 200 N85 24330 Fatigue rated fastener systems [AGARD-R-721] p 198 N86-24994 [AGARD-R-721] p 196 N86:24994

VANDERPLOEG, J. M.

Space adaptation syndrome Incidence and operational implications for the space transportation system program p 216 N85-20655 VANDERSTEEN, A. C. nsitivity of solid propellants p 60 N85-17043 VANDERVAART, J. C. Effects of aerodynamic lags on aircraft responses p.147 N86-27257 **(DIJK, J. E.** International information exchange p 240 N83-31537 VANEGMOND, J. A. Design of an arriol leading edge slat using an inverse aerodynamic calculation method p 51 N85-16777 VANGOOL, M. How to handle failures in advanced flight control systems to tuture transport aircraft p 123 N85-26752 of future transport aircraft p 123 N85-267 How to handle failures in advanced flight control syste of future transport aircraft p 127 N85-27905 VANHENGST. J. Aerodynamic and structural aspects of propeller and drive for a 1/5 scale wind tunnel programme p 73 N86-11163 VANHOVE, W. Effects of a skewed inlet end wall boundary layer on the 3-D flow field in an annular turbine cascade p 102 N84-16202 Design studies of thick laminar flow airfoils for low speed flight employing turbulent boundary layer suction over the rest part p 53 N85-16786 VANINGENSCHENAU, H. A.
Functional built-in-test in a pipelined image processor
p 48 N85-16740 VANLEEUWEN, H. P. The application of fracture mechanics to the growth of creep cracks
[AGARD-R-705] p 199 N83-34374 VANPATTEN, R. E. Tolerance, fatigue, physiological and performance effects of sustained and oscillating lateral accelerations p 229 N85-19659 VANROESSEL, H. J. Unsteady three-dimensional flow theory via material p 148 N86-27260 functions
VANSPAENDONK, R. A. C. M. Interference rejection by auxiliary leeds in cassegrain arth terminals p 165 N83-30908 Farth terminals VANTIGGELEN, J. Modelling on interference due to ducting at frequencies above 1 GHz p 162 N83-30888 VANUFFELEN. J. P. A modern with pseudo-orthoganal codes Experimental p 177 N85-19302

VATOUX. S. VEITH, G. Serial data transmission with large output on the HI p 178 N85-19305 Flight testing a digital flight control system lissues and results p.42 N84-34403

Integrated electrooptical components using dielectric p 238 N85-29767 substrates VAUCHERET, X. Progress in wind tunnel test techniques and in the corrections and analysis of the results p.9 N83-30358 VAUGHAN, J. M. , _. ed and wind shear measurements with an airborne Airspeed and CO2 CW laser n 14 N83-34898 Using an airborne CO2 CW laser for free stream airspeed and windshear measurements p.44 N84-34417 Picasecand phatoconductive devices for 10 Gbit/s optoelectronic switching p 238 N85-29770 dynamic stalling VIVIAND H. VELOMAN, R. J. ELDMAN, R. J.

USAF approach to airborne structural data recording
Airborne Data Acquisition Multifunction System (ADAMS)
p 47 N85-15683 VELKOFF. H. R. Technical evaluation report on the Fluid Dynamics Panel Specialists Meeting on Prediction of Aerodynamic Loads VOGLER, L. E. on Rotorcraft (AGARD-AR-189) p 75 N83-25682 VELTON, E. H.

The ESA remote sensing satellite system (ERS-1)

p. 235 N85-20 On the interface between unsteady aerodynamics dynamics and control VERBEEK, P. W. Sensors Vision and tactile p 197 N86-19629 VOLKERS, D. F. Correlation aspects in the identification of dynamic effects using complementary techniques flight in VERBRUGGE, R. effects using complementary techniques flight in turbulence Gust alleviation p.11 N83-30374 VOLLAND, H. ERDIN, D.
Electrostatic discharging behaviour of Kapton and other deflectric materials in a simulated space environment p. 136 N83-30487 VERHAAGEN, N. G.

An experimental investigation of the vortex flow over An experimental investigation of the speed delta and double-delta wings at low speed p.76 N84-12106 VERHELL T. RMEUL, 1.

Medical aspects of survival Training for aircrew
AD. A1281571 p 206 N83-22999 Medical aspects of survival Training for aircrew

[AGARD-AG-283(FR)] p 206 N84-15787 VERONA, R. W. Image intensifiers. Past and present p 222 N86-26803 VESTERHAUGE, S.
Vesibular and oculomotor function during Gz
p 215 1885-20645 VONRETH R D VONUSA, R. S. Value of the lower body negative pressure test in Value of the lower body negative pressure lest in aerospace medicine p.211 M84-21095

Methods and major findings of cardiovascular exploration involving the human centrifuge p.212 M84-21097 helicopters EUILLOT, J. P.

A 3-D Euler method for internal transonic flows computation with a multi-domain approach
p 196 N85-32298 VIEHWEGER, G. The Kryo-Kanal-Koeln (KKK) project: Description of tunnel conversion, insulation, controls, instrimentation, operational experience and first preliminary test results VU. B. D. p 134 N86-20426 Methods and major findings of cardiovascular exploration involving the human centrifuge p 212 N84-21097 The vertebral column Selection and aptitude of combat aircraft pilots of the future p 227 N86-30322 p 227 N86-30322 VIELLEFOND, H. Value of the lower body negative pressure test in Value of the lower bod, aerospace medicine p 211 Novicioso VIELLEFORD, H.
The use of ECG changes caused by acceleration as p 226 N86-30316 turbine blade VIGNELLES, R.
The ARIANE (amily p 235 N85-20774 VIKMANIA, M. M. Some quantitative methodology for cockpit design p 89 N86-26320 Scintillation modelling and measurement. A tool for p 163 N83-30898 remote-sensing stant paths p 163 N83-30898
A system to measure LOS atmospheric framsintance at 19 GHz
VILLAIN, J. P. WAGNER, J. H.

VILSMEIER, J. W.
Composite repair of aircraft structures n 156 N85,17059 Engine-airframe interference effects ITE, M.
Image dissector tube star trackers performance
Advantages and drawbacks as compared to those of antages and drawbacks as compared to those of ge transfer device star trackers p 138 N84-24606 charge transier userval = VITTECOO, P.
Experimental study of the effect of turbulence on p 148 N86-27264 Numerical solutions of two-dimensional reference test OGEL, 5.
Influence of main design parameters on flutter behaviour for aircraft configurations with heavy concentrated masses p 15 N84-11122 Data set 8 ZKP wing, oscillating aileron p 82 N85-31029 A computational model for multiple knife-edge diffraction p 162 N83-30886 GT, C.
Towards a cycle without loss. Cobalt in the aircraft p 149 N84-33469 Determination of the decomposition behavior of double base propellants at low temperatures ρ 61 N85-17045 Recent advances in computational methods to solve the high-lift multi-component airfoil problem p 51 N=5-16774 A study of ULF propagation at high southern latitudes p 186 N86-27561 Separation and vortical-type flow around a prolate spheroid Evaluation of relevant parameters p 77 N84-12113 VONBAUMGARTEN, R.

The European vestibular experiments of the Spacelab-1
p 219 N85-31808 Some results of the European vestibular expen p 219 N85-31809 in the Spacelab-1 mission

VONGROOTE, H. Software development Design and reality
p.4 N83-22114 VONHOLLE, W.
Response of propellants to high dynamic stresses. The uses of our launch techniques Fight tests with a new helicopter Force Feel Systi (FFS) p 57 N85-16818 Rusa, H. S.
General review of military applications of voice
p. 165 N83 34180 processing p 165 N83 34180

VOORHEES, J. W.

Aircrew-aircraft integration issues in tuture US Army p 231 N85-19672 helicopters p 231 N85-19672
VORROPOULOS, G.
Laser velocimetry study of compressibility effects on the flow field of a delta wing p 77 N84-12108
VOSS, R. Transonic pressure distributions on a two-dimen-0012 and supercritical MBB-A3 profile oscillating in hear p 63 N85-25173 B.D.
A nonlinear control law for piloting aircraft in the retoriound attack phase p. 19 N84-12071 air-to-ground attack phase W

WACHTMAN, J. B., JR.

The nature of the critical and strategic materials p 149 N84-33466 WADDINGTON, G. K.

Cyclic endurance testing of the RB211-22B cast HP WADIER, J. F.

Vacuum recycling effect on minor elements
p 151 N84-33p 151 N84-33481 GENMAKERS, J. H.
The airline facing the present crisis
p 86 N83-22180 WAGENMAKERS, J. H. WAGNER, B.
Prediction of condensation onset and growth in the
European Transonic Wind Tunnel (ETW)
p 34 N84-23578 p 34 N84-23578 Compressor rotor aerodynamics p 103 N84-16210 Technology developments for laminar boundary layer Small-scale irregularities in the high-latitude F region p.184 N86 27551 control on subsonic transport aircraft p 53 N85-16787 WAGNER, V.
Advanced ND techniques for composite primary p 154 N84-10216 VILSMEIER, J. Experimental investigation of delaminations in carbon p 153 NB4-10209 fibre composite

VANVLIET, B. W.

VASTESAEGER, J.

Treadmill spiroergometry in the selection and screening of high-performance combat aircraft pilots in the Beligan

ρ 228 N86-30325

WAISANEN, P. R.
Application of advanced parameter identification methods for flight flutter data analysis with compansions p. 41 N84-34401

WALGEMOED, H.

Transonic flutter clearance for a supercritical transport craft in the preliminary stage p 15 N84-11121 aircraft in the preliminary stage

WALKDEN, A. Advanced fatigue monitoring on service aircraft

WALKER, A. C.

All-optical logic gates with external switching by laser and incoherent radiation p 237 N85-29766

Optically bistable devices using InSb

p 236 N85-29758 WALKER, B. J.

Transonic nozzle-afterbody flow held measurements ung a laser Doppler velocimeter p 36 N84-23592 using a laser Doppler velocimeter

MALKER, D. J.

ACT flight research experience p 122 N85-26741

ACT flight research experience p 126 N85-27894

WALKER, M. J. The flight control system for the Experimental Aircraft

me (EAP) demonstrator aircraft p 124 NB5-26755 The flight control system for the Experimental Aircraft

me (EAP) demonstration aircraft p 128 N85-27908

WALKER N. G. p 238 N85-29769 rt optical detectors

WALL J. E. Performance and robustness aspects of digital control ystems p 120 N84-10098

Characterization of uncertainty for large space structure introl problems p 140 N84-24619 WALL, J. E., JR.

n validation of fly-by-wire flight control systems p 130 N86-20409

WALLACE, W. Problems and possibilities for life extension in gas turbil omponents p 105 N85-15742
AGARD Corrosion Handbook Volume 1: Corrosion.

causes and case histories

[AGARD-AG-278-VOL-1] p 157 N86-16374

Practical expenence with damage tolerance based life

extention of turbine engine components p 111 N86-25383

WALSH, M. J. Turbulent drag reduction research p 53 N85-16788 WAI THER R

Attention, performance, and sustained activation withay air traffic controllers p.209 N84-2107 p 209 N84-21076

WALTHER, H. Small defect characterization in powder metall p 109 N86-25373

WANG, A. S. D. Fracture mechanics of sublaminate cracks in composite WANG, J. C. H.

wand, J. C. H.
Interference and sharing at medium frequency. Skywave propagation considerations p. 161. N83-30880. Propagation characteristics of medium frequency skywave signals from the continental US and Canada received at Fairbanks. Alaska p. 183. N86-27546. WANNHLL, R. J. H.
Fatigue crack propagation and fracture in 7050 and 7091 aluminum alloy forgings. p. 199. N85-24324.

Fabgue crack programs p 199 Non-calluminum alloy forgings p 199 Non-calluminum alloy forgings p 110 N86-25382

tolerance approach WARBER, C. R. Conductivity profiles of the disturbed polar ionosphere om VLF reflection data p 186 N86-27560 from VLF reflection data Effects of the ionosphere on ELF signals during policies cap absorption events. Comparison of theory and p 186 N86-27562

WARD, A. O. CASCADE A design environment for future avionic p 25 N84-15057

WARD, A. P. inces obtained from service fatigue monitoring p 45 N85-15672 exercises Tornado Structural Usage Monitoring System p 46 N85-15680 (SUMS)

(SUMD)
WARD, C. R.
A systolic array for high performance adaptive p 189 N86-28356

Rotorcraft icing technology An update p 29 N84-15084

WARREN. M. Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference filters

p 237 N65-29765 WATKING B. J.

Progress in modelling the polar ionosphere from solar and magnetosphere parameters p 185 N86-27556 WATSON, D. G. Types of technical content of data

p 241 N84-17061

WATSON, J. H.

Application of AFTI/F-16 task-tailored control modes in advanced multirole fighters WATSON, R. D.

the relaxation of a turbulent boundary layer after an encounter with a forward facing step p 53 N85-16789

WATT, D. G.

Spatual orientation in weightlessness and readaptate to Earth's gravity p 219 N85-316 WATT, D. G. p 219 N85-31811 Preflight and postflight motion sickness testing of the pacelab 1 crew p 216 N85-20652

Snacelab 1 crew WATTEEUW, A.

Case depth on flanks of gears for helicopte

p 93 N85-23780 oearboxes WATTS B. M.

Data acquisition and processing in sea-level to p 132 N84-25730 WATTS, G. A.

A general theory of arbitrary motion aerodynamics using n aeroacoustic approach p 72 N86-11157 roacoustic approach

Propulsion and energetics panel working group 14 on suitable averaging techniques in nonuniform internal

(AGARD-AR-182(ENG)) Propulsion and Energetics Panel Working Group 14 on suitable averaging techniques in non-uniform internal

AD-A1339681

WEBER, E. J.
Formation and detection of high latitude ionospheric
p 185 N86-27558 irregularities WEBER, T.

Secondary power systems for lighter aircraft experiences today and requirements for a next p 98 N84-12171 WEBSTER, M. N.

The characteristics of surface roughness importa p 93 N85-23782 and rolling bearing problems WEDAN, R. W.

Overview of United States program for modernizing p 86 traffic control and airway facilities

Summary of drive-train component technology in p 91 N85-23766 helicopters WEDLAKE, E. T.

opic light piston annular cascade facil ity al p 115 NB6-29851 WEEK, R. D.

ER, N. U.

A self-contained captive trajectory system for a
fourtown wind trainel p 36 N84-23596 blowdown wind tunnel WEGMANN, H. M.

Circadian rhythms and sustained operations
p 207 N84-21067

WEGNER, W. Generation of two-dimensional gust fields in subsonic p 146 N86-27247 WEIGAND, C. A.

Practical applications of satellite-derived meteorological and oceanographic data in Naval operations p 234 N85-20771

WEIGELT, J. The prospects of the digital optical computer p 238 N85-29771

WEILAND, C. flow simulations past wings using the tions p.78 N84-12118 Euler-equations

WEINBERGER, D. A. Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference filters

p 237 N85-29765

WEISGERBER, D. Experimental investigation of delaminations in carbon p 153 N84 10209 fibre composite

Gust alleviation on a transport airplane p 148 N86-27259

WEISS, R. R.

Review of USAF treatment of solid propellant rocket motor hazards p 58 N85-17027

Current work on high-grade space gyros at Ferranti in

p 138 N84-24609 the UK WELHELM, K.

ELMELM, K.

Correlation aspects in the identification of dynamic effects using complementary techniques flight in turbulence Gust alleviation p.11 N83-30374 WELLS, W. H.

Techniques for measuring radiance in the air and sea p 206 N84-15672

WELSH, B. L. Recent developments in the m

p 37 N84-23601 time dependent pressures WELTE, D. Ground/flight correlation on the Alpha-Jet experimental

aircraft with a transonic wing. A comparison between wind tunnel and flight results for serodynamic performance p 9 N83-30361

WENDT, J. F.

Laser velocimetry study of compressibility effects on the flow field of a delta wing

Visualization of vortical type flows in three dimenp 76 N84-12107

WERLE, M. J. Compressor and turbine blade boundary layer p 101 N84-16196 separation

WESTALL, I. L.
The Ferranti Tactical SHF SATCOM station
(MANSAT) P 233 N85-20759 p 233 N85-20759

WESTBROOK, J. H.

Extraction and compilation of numerical and factual p 241 N84-17063 data Progress toward a coordinated system of databases covering the engineering properties of materials

p 242 N84-17068 WESTBROOK, R. E.

Operational flight program development with a higher p 5 N83-22125 order language

WESTOVER, D. E. Incorporate tactors affecting the performance of HF sky-wave sea-state radars at high latitudes

p 184 N86-27549

WETHERALL, P. R.
Applications of expert systems p 198 N86-19634

WETTSTEIN, H.

Experiences with the material bevaviour and high temperature low cycle fatigue life prediction of the IN 7 hiading alloy

Design of a software maintenance facility for the RAF

Computation of influence of defects on static and fatigue

strength of composites

Optically bistable devices using InSb p 236 N85-29758

All-optical logic gates with external switching by laser nd incoherent radiation p 237 N85-29766 WHIPPLE, R. D.

HIPPLE, R. D.

Recent expenences of unsteady aerodynamic effects on aircraft flight dynamics at high angle of attack p. 147 N86-27252

WHITAKER A B x-29A digital flight control system design g 121 N85-26736

x.29 digital flight control system design p 125 N85-27889

WHITAKER, A. F. Effects of long duration exposure to simulated space environment on nonmetallic materials properties p 136 N83-30489

Silicon solar cell characterization at low temperatures and low illumination as a function of particulate irradiation p 137 N83-30491

WHITCOMB. R. T. TCOMB. R. T.
Transonic airfoil development p.20 N84-12076
Transonic empirical configuration design process
p.20 N84-12079

WHITE, C. L. pact of the F/A-18 aircraft digital flight control system and displays on flight testing and safet p 30 N84-15091

WHITE, R. G. matic speech recognition as a cockpit interface p 14 N83-34899 increased aircraft survivability using direct vo

WHITTLEY, D. C. An update of the Canada/USA augmentor-wing p 52

WICKE, H. J. Car riovascular research in space p 220 N85-31817

The multiple resources model of human performance mplications for display design p 230 N85-19669

Implications for display design p 230 N85-19669
WICKENS, R. H.
Viscous three-dimensional flow separations from high-wing propeller turbine nacelle models dels p.78 N84-12115

WICKI, A. Experiences with the material bevaviour and high

Expenences with the material bevarious to the IN 738 temperature low cycle fatigue life prediction of the IN 738 blading alloy p 106 N85-15746 blading alloy WIDDEL, H. U.

Direct, in. vi.

Direct, in-situ measurements of irregularities in the mesosphere (85 - 50 km) at 69 deg N (Anderes, Norway)

p. 185 N86-27559 Norway) WIEDEMANN, J.

Drag reduction due to boundary-layer control by ombined blowing and suction p 52 N85-16785 WIGGS, J.

Investigating version dependence in fault-tolerant p 49 N85-16749 WIGLEY, D. A.

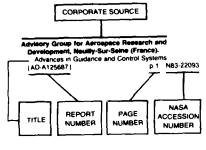
Basic cryogenics and materials p 133 N86-20417

Materials and techniques for model construction	WITTIG. S.	YOSHARA, H.
p 133 N86-20418	Effects of wakes on the heat transfer in gas turbine	Concluding remarks p 83 N86-15265
WILDMAN, W. J. Color display technology in advanced fighter cockpits	cascades p 112 N86-29829 WOLFE, J. W.	YOSHIHARA, H. Subsonic/Transonic Aerodynamic Interference for
p 26 N84-15061	Computer analysis of visual and vestibular oculomotor	Aircraft Introductory remarks p 20 N84-12073
WILFORD, D. F. An investigation of in-flight near-field propeller noise	function in the medical selection of fighter aircrew	Subsonic/transonic viscous interactions p 20 N84-12075
generation and transmission p 74 N86-11171	members p 227 N86-30319 WOLTERS, P. H.	Objectives and scope of the Working Group 07
WILHELM, K. Dynamic wind tunnel testing for active control	The iNet Galeway trial p 242 N84-21427	P 82 N86-15257 YOUNG, A. D.
research p 61 N85-22352	WONG, N. F. Occupancy measurements across the entire HF	introductory remarks and review of 1979 symposium
Aspects of application of ACT systems for pilot workload alleviation p 121 N85-26734	spectrum p 164 N83-30902	p 118 N84-10083
alleviation p 121 N85-26734 Aspects of application of ACT systems for pilot workload	WONNENBERG, H.	Missions and vehicle concepts for modern, propelled, lighter-than-air vehicles
alleviation p 125 N85-27887	Ground/flight correlation on the Alpha-Jet experimental aircraft with a transonic wing. A comparison between wind.	INASA-TM-87461 p 63 N85-25170
WILHEM, J. An optical pyrometer to measure turbine blade surface	tunnel and flight results for aerodynamic performance	Brief review of current work in the UK on three dimensional boundary layers p 195 N85-25788
temperature p 115 N86-29849	p 9 N83-30361 WOOD, E. C.	The aerodynamics of controls p 123 N85-26748
WILKINS, D. J. The engineering significance of defects in composite	Two decades of air carrier jet operation	The aerodynamics of control p 127 N85-27901 Two-dimensional turbulent separated flow
structures p 155 N84-10222	p 28 N84-15080	[AGARD-AG-287-VOL-1] p 85 N86-19300
WILKINS, H. Graphic and visual presentation of aerospace date	WOOD, G. H. Scientific numeric databases p 243 N84-21430	YOUNG, C. P., JR. Design and construction of models for the National
p 243 N84-21431	WOOD, H. A.	Transonic Facility, part 1 p 133 N86-20419
WILLEMS, G. C. Analysis of head motion during simulated, rough water	Evaluation of small cracks in airframe structures p. 199 N83-31062	Design and construction of models for the National Transonic Facility, part 2 p 133 N86-20420
operation of a 2200 ton surface effect ship	WOOD, L. K.	YOUNG, J. T. p 133 1000-20420
p 216 N85-20656 WILLEY, C. S.	An investigation of in-flight near-field propeller noise generation and transmission p 74 N86-11171	Design and development of the multifunction flight
Demonstration of relaxed stability on a commercial	WOOD, M. E.	control reference system p. 18 N84-12065 Application of multifunction strapdown inertial system
transport p 122 N85-26745	Recent developments in store separation and grid survey techniques using the ARA Two-Sting Rig	p 88 N84-25698
Demonstration of relaxed static stability on a commercial transport p 126 N85-27898	p 36 N84-23595	YOUNG, L. R. Spatial orientation in weightlessness and readaptation
WILLIAMS, C. H. H.	WOODFIELD, A. A.	to Earth's gravity p 219 N85-31811
Disc fatigue life predictions for gas turbine engines p 105 N85-15743	Airspeed and wind shear measurements with an airborne CO2 CW laser p 14 N83-34898	YOUNG, N. J. B. Building in integrity to a higher order language
WILLIAMS, J.	Worldwide experience of wind shear during 1981-1982	p 3 N83-22107
Synthesis of responses to AGARD FMP questionaire on prediction techniques and flight correlation.	p 29 N84-15087 Using an airborne CO2 CW laser for free stream airspeed	Automating the testing of software p 28 N84 15074 YUZHANG, C.
p 13 N83-30384	and windshear measurements p 44 N84-34417	High frequency response heat flux gauge for metal
Technical evaluation report on the Flight Mechanics Panel Symposium on Ground/Flight Test Techniques and	WOODHEAD, M. A. Microprocessor implementation of fast-sampling direct	blading p 115 N86-29850
Correlation	digital flight-mode controllers p 1 N83-22096	Z
(AGARD-AR-191) p 90 N83-34939	WOODS, J. F. Worldwide experience of wind shear during 1981-1982	2
Some aeroacoustic wind tunnel measurements, theoretical predictions, and flight-test correlations on	p 29 N84-15087	ZACCANTI, G.
subsonic aircraft propellers p 74 N86-11170	WOODWARD, D. S.	Effect of multiple scattering on the propagation of light beams in dense nonhomogeneous media.
WILLIAMS, J. A. Super integrated power unit for fighter aircraft	Investigations into the effects of scale and compressibility on lift and drag in the RAE 5m pressurized	p 171 N84-24959
p 100 N84-12183	low-speed wind tunnel p 51 N85-16773 WRIGHT, S. M.	ZANN, D. A.
WILLIAMS, J. G. Repair of composites p 156 N85-17058	A modular approach to high reliability software	Network communications for a distributed avionics system p 24 N84-15052
WILLIAMS, P. D. L.	generation with application to nonlinear control	ZANOTTI, C.
10 cm radar ground clutter measurements taken from a coastal steamer radar on passage from Bergen to North	p 2 N83-22104 A modular dissimilar redundant computer designed for	The pressure deflagration limit of solid rocket propellants p.61 N85-17046
Cape in May 1982 p 205 N84-15667	high integrity control p 123 N85-26751	ZIMMEMANN, H.
WILLIAMS, R. S. Special course on V/STOL aerodynamics An	A modular dissimilar redundant computer designed for high integrity control p 127 N85-27904	Flight flutter testing with emphasis on the tip vane method p 12 N83-30381
assessment of European jet lift aircraft	WUEST, P.	ZIMMER, H.
AGARD-R-710-ADDENDUM p 66 N85-25188 WILLIS, R. J., JR.	An integrated AFCS for the "PROFILE" mode p 19 N84-12069	Investigations of modern general aviation propellers p. 73 N86-11162
A state of the art assessment of turboprop transmission	WULF, R.	ZIMMERMAN, D. L.
technology and projected needs for the next generation	The new calibration tank for engine simulators at DFVLR Goettingen p. 36 N84-23593	SHE/EHF ray bending p 182 N86-27541 ZIMMERMAN, M.
p 92 N85-23770 WILSON, Q. C.	WUNDER, M. D.	Influence of main design parameters on flutter behaviour
HF equipment Receivers, transmitters synthesizers,	Testing of turboshaft engines p 131 N84-25729 WUNDERLICH, G.	for aircraft configurations with heavy concentrated masses p.15 N84-11122
and peripherals p 159 N83-30869 WILSON, R. E.	Air combat simulation Methods, models, trends	ZIMMERMANN, H.
An eight point testing strategy for real time software	p 62 N85-22359 WURFEL. H. G. F.	The application of transonic unsteady methods for
p 7 N83-22134 WILSON, V. J.	F-16 and A-10 diffraction optics Head Up Display (HUD)	calculation of flutter airloads p 65 N85-25186 Data set 8 ZKP wing, oscillating aileron
Neurophysiological correlates of motion sickness. Role	flight test evaluation p 43 N84-34411	p 82 N85-31029
of vestibulocerebellum and 'vomiting center' reanalyzed p 214 N85-20643	WYATT, G. C. F. The evolution of active control technology systems for	ZISSIS, G. J. Information analysis centres and services
WILTSCHUT, J.	the 1990's helicopter p 124 N85-26758	p 240 N83-31538
Real-time digital matched filter for radar pulse compression p 189 N86-28353	The evolution of active control technology systems for the 1990's helicopter p 128 N85-27911	ZUIDEMA, H. Review of occupational medicine relevant to aviation
WINACOTT, E. L.	p 125 165 27511	medicine p 213 N84-33012
The Canadian programme of experimental measurement of sea-state characteristics by sky-wave radar	Y	ZWAAN, R. J. Transonic flutter clearance for a supercritical transport
p 203 N84-15657	W1000 T 1	aircraft in the preliminary stage p 15 N84-11121
WINTER, J. S. A modular approach to high reliability software	YAGER, T. J. Simulation of aircraft behaviour on and close to the	Data set 9 LANN wing Pitching oscillation p 82 N85-31030
generation with application to nonlinear control	ground	ZWARTBOL, T.
p.2 N83-22104 The evaluation of ACS for helicopters. Conceptual	[NASA-TM-87460] p 91 N85-23754 YEE, B. G. W.	Inertial-optical attitude determination and model following control of maneuvering spacecraft
simulation studies to preliminary design	Fatigue crack topography and crack growth analysis	p 139 N84-24613
p 121 N85-26737	p 201 N85-24333 YEH, H. H.	ZWICK, H.
The evolution of ACS for helicopters — Conceptual simulation studies to preliminary design	Design and robustness analysis of reduced order	Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure
p 125 N85-27890	controllers for large flexible space vehicles	p 223 N86-26813
WIPPICH, H. G.		
	p 140 N84-24623 YEH, K. C.	Effects of broad-banded eye protection on dark adaptation p 224 N86-26817
A mm-wave collision warning device for helicopters p 163 N83-30895	p 140 N84-24623 YEM, K. C. The effect of turbulent atmosphere on backscattered	Effects of broad-banded eye protection on dark adaptation p. 224 N86-26817 Permanent visual change associated with punctate
A mm-wave collision warning device for helicopters p. 163 N83:30895 LPI-radar for helicopter obstacle warning	P 140 N84-24623 YEM, K. C. The effect of turbulent atmosphere on backscattered waves p 204 N84-15664 YEO, C. J.	Effects of broad-banded eye protection on dark adaptation p 224 N86-26817
A mm-wave collision warning device for helicopters p 163 N83-30895	PEH, K. C. The effect of turbulent atmosphere on backscattered waves p 204 N84-15664 YEO, C. J. Ground and light lesting on the Ity-by-wire Jaguar	Effects of broad-banded eye protection on dark adaptation p.224 N86-26817 Permanent visual change associated with punctate toveal lesions p.225 N86-26823 ZWILLING, A. F. Numerical optical computing at the Ohio State
A mm wave collision warning device for helicopters p. 163 N83-30895 LPI-radar for helicopter obstacle warning p. 56 N85-16810 WIRT, H. Particular problems of aimorthiness from an	P 140 N84-24623 YEN, K. C. The effect of turbulent atmosphere on backscattered waves P 204 N84-15664 YEO, C. J. Ground and flight lesting on the fly-by-wire Jaguar equipped with a full time quadruplex digital integrated flight control system P 3 N83-22111	Effects of broad-banded eye protection on dark adaptation p 224 N66-26817. Permanent visual change associated with punctate toveal lesions p 225 N66-26823. ZWILLING, A. F.
A mm-wave collision warning device for helicopters p. 163 N83-30895 LPI radar for helicopter obstacle warning p. 56 N85-16810 WIRT, H.	P 140 N84-24623 YEM, K. C. The effect of turbulent atmosphere on backscattored waves P 204 N84-15664 YEO, C. J. Ground and flight lesting on the fly-by-wire Jaguar equipped with a full time quadruplex digital integrated flight	Effects of broad-banded eye protection on dark adaptation p.224 N86-26817 Permanent visual change associated with punctate toveal lesions p.225 N86-26823 ZWILLING, A. F. Numerical optical computing at the Ohio State

CORPORATE SOURCE INDEX

AGARD INDEX OF PUBLICATIONS (1983-1985)

Typical Corporate Source Index Listing



Listings in this index are arranged alphabetically by corporate source. The title of the document provides the user with a brief description of the subject matter. The report number helps to indicate the type of document cited (i.e., translation). The page number identifies the page in the abstract section (Part 1) on which the citation appears. The NASA accession number denotes the number by which the citation is identified on that page. The titles are arranged under each corporate source in ascending accession number order.

A
ABG-Semca S.A., Toulouse (France).
Auxiliary power units for wide-body aircraft p. 99 N84-12174
Ada Joint Program Office, Arlington, Va.
Ada status and outlook p 5 N83-22123
Admiralty Surface Weapons Establishment, Portsdown
(England).
Minimization of system vulnerability in Naval satellite
communication networks p 232 N85-20758
Advisory Group for Aerospace Research and
Development, Neuilly-Sur-Seine (France).
Advances in Guidance and Control Systems
[AD-A125687] p.1 N83-22093
Software for Avionics AD-A127131 p.4 N83-22112
Air Traffic Control in Face of Users' Demand and
Economy Constraints
[AD-A127146] p.85 N83-22177
Recent Transonic Flutter Investigation for Wings and
External Stores
[AD-A128162] p 117 N83-22215
Medical aspects of survival. Training for aircrew
[AD-A128157] p 206 N83-22999
Technical evaluation report on the Fluid Dynamics Panel
Specialists' Meeting on Prediction of Aerodynamic Loads
on Rotorcraft
[AGARD-AR-189] p.75 N83-25682
Survey of missile simulation and flight mechanics
facilities in NATO
[AD-A128440] p 130 N83-29276
Proceedings of the AGARD Fluid Dynamics Panel
Specialists Meeting on Wall Interference in Wind Turnels
(AGARD-AR-190) p.130 N83-29277
Ground/Flight Test Techniques and Correlation
[AD-A129433] p.9 N83-30357
Modern Display Technologies for Airborne
Applications
[AO-A129676] p.96 N83-30414
Environmental Effects on Materials for Space
Applications
[AD-A129847] p 135 N83-30479
Modern HF communications
[AGARD-LS-127] p 158 N83-30862

Propagation Aspects of Frequency Sh		
	iaring. II	nterierence
and System Diversity	160	N83-30873
Some considerations on short crack	grown	Denaviour
in aircraft structures	198	N83-31061
Use of Scientific and Technical Inform	nation ii	TINE NATO
Countries		NOO 01604
		N83-31531
Behaviour of Short Cracks in Airf	rame C	omponents
(AGARD-CP-328)	158	N83-34095
Speech Processing		
	p 165	N83-34179
Advances in sensors and their integ	ration	into aircraft
guidance and control systems	,	
AGARD-AG-2721	p 13	N83-34891
Propulsion and energetics panel we	mking ç	m internal
suitable averaging techniques in no	nunno	mi memai
flows	р 98	N83-34953
AGARD-AR-182(ENG.)		
Special Course on Aerodynamic	Chara	cteristics of
Controls		
	p 118	N84-10082
Computer-Aided Design and Analysis	of Digit	al Guidance
and Control Systems		
	p 119	N84-10093
Characterization, Analysis and Sign	ificance	of Defects
in Composite Materials		
AGARD-CP-3551	p 152	N84-10203
Aeroelastic Considerations in the Pr	elimina	ry Design of
Aircraft		, .
AGARD-CP-3541	p 14	N84-11116
Some trends in airship technology of		
AGARD-R-717	n 17	N84-12050
Integration of Fire Control, Flight Co.	ntroi an	d Propulsion
	mo un	а г торачист
Control Systems [AGARD-CP-349]	p 17	N84-12056
Special Course on Subsonic/Trans		
	SOINC /	iciouy.iu.iiic
Interference for Aircraft	p 19	N84-12072
[AGARD-R-712]		
Aerodynamics of Vortical Type	Flows	s in Three
Dimensions	- 20	*10 4 * 2000
[AGARD-CP-342]	p 75	N84-12099
Auxiliary Power Systems	. 00	
[AGARD-CP-352]	p 96	N84-12168
	-	
The Performance of Antennas	n Their	Operational
Environment	n Their	
Environment [AGARD-LS-131]	n Their p 166	N84-12367
Environment [AGARD-LS-131] Advanced Concepts for Avionics	n Their p 166 i/Weai	N84-12367
Environment [AGARD-LS-131]	n Their p 166 i/Weai	N84-12367 pon System
Environment ¡AGARD-LS-131] Advanced Concepts for Avionics Design, Development and Integration [AGARD-CP-343]	n Their p 166 i/Weai p 21	N84-12367 pon System N84-15034
Environment ¡AGARD-LS-131] Advanced Concepts for Avionics Design, Development and Integration [AGARD-CP-343]	n Their p 166 i/Weai p 21	N84-12367 pon System N84-15034
Environment ¡AGARD-LS-131] Advanced Concepts for Avionics Design. Development and Integration [AGARD-CP-343] Flight Mechanics and System De-	p 166 i/Wear p 21 ssign Li	N84-12367 pon System N84-15034 essons From
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and Integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347]	p 166 i/Wear p 21 isign Li	N84-12367 pon System N84-15034 essons From N84-15076
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and Integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347]	p 166 i/Wear p 21 isign Li	N84-12367 pon System N84-15034 essons From N84-15076
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and Integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems	p 166 i/Wear p 21 esign Li p 28 and file	N84-12367 pon System N84-15034 essons From N84-15076 bw direction
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and Integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347]	p 166 i/Wear p 21 esign Li p 28 and file	N84-12367 pon System N84-15034 essons From N84-15076 bw direction
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and Integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Techni	p 166 /Wea p 21 rsign Li p 28 and the	N84-12367 pon System N84-15034 essons From N84-15076 ow direction eries, volume
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Techni [AGARD-AG-300-VOL-1]	p 166 i/Weal p 21 esign Li p 28 and the	N84-12367 pon System N84-15034 essons From N84-15076 ow direction eries, volume N84-15530
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and Integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Techni [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remit	p 166 i/Weal p 21 esign Li p 28 and the	N84-12367 pon System N84-15034 essons From N84-15076 ow direction eries, volume N84-15530
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and Integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Technit [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remit Waves	p 166 / Weal / P 21 rsign Li / P 28 and fli / ques S / P 197 ote Sen	N84-12367 pon System N84-15034 essons From N84-15076 pw direction eries, volume N84-15530 sing by Radio
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and Integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Techni [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remit Waves [AGARD-CP-345]	p 166 / Weal p 21 rsign Li p 28 and fli ques S p 197 pte Sen	N84-12367 pon System N84-15034 essons From N84-15076 ow direction eries, volume N84-15530 sing by Radio
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and Integration (AGARD-CP-343] Flight Mechanics and System De Operational Experience (AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Technit 1 [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remit Waves [AGARD-CP-345] Medical aspects of survival Train	p 166 / Weal / p 21 / sign Lo / p 28 / and the / ques S / p 197 / ote Sen / p 201 / ing for a	N84-12367 pon System N84-15034 essons From N84-15076 bw direction eries, volume N84-15530 sing by Radio N84-15646 aircrew
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Techni [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remi Waves [AGARD-CP-345] Medical aspects of survival Train [AGARD-AG-283[FR])	p 166 i/Wea i/Wea i/P 21 isign Li p 28 and fli ques S p 197 ote Sen p 201 ing for: p 206	N84-12367 pon System N84-15034 essons From N84-15076 bw direction eries, volume N84-15530 sing by Radio N84-15646 aircrew N84-1578
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and Integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Techni [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remi Waves [AGARD-CP-345] Medical aspects of survival Train [AGARD-AG-283(FR)] Sleep and wakefulness handbo	p 166 i/Wea i/Wea i/P 21 isign Li p 28 and fli ques S p 197 ote Sen p 201 ing for: p 206	N84-12367 pon System N84-15034 essons From N84-15076 bw direction eries, volume N84-15530 sing by Radio N84-15646 aircrew N84-1578
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Techni [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remit Waves [AGARD-CP-345] Medical aspects of survival Train [AGARD-AG-283[R1]) Sleep and wakefulness handboorticers	p 166 i/Weal p 21 p 28 and fli ques S p 197 ote Sen p 201 in p 206 ok for	N84-12367 pon System N84-15034 essons From N84-15076 bw direction eries, volume N84-15530 Sing by Radio N84-15646 aircrew N84-15783
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and Integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Techni [AGARD-AG-300-VCL-1] Propagation Factors Affecting Remi Waves [AGARD-CP-345] Medical aspects of survival Train [AGARD-AG-283[Fh]) Sleep and wakefulness handbor officers [AGARD-AG-270[FR]]	p 166 i/Wea i/Wea i/P 21 isign Li p 28 and fli ques S p 197 ote Sen p 201 ing for: p 206	N84-12367 pon System N84-15034 essons From N84-15076 bw direction eries, volume N84-15546 sing by R840 N84-15646 aircrew N84-1578.
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and Integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors. AGARD Flight Test Technit [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remit Waves [AGARD-CP-345] Medical aspects of survival. Train [AGARD-AG-283(FR)] Sleep and wakefulness handborothicers [AGARD-AG-270(FR)] Viscous Effects in Turbomachines	p 166 i/Weal p 21 p 28 and fli ques S p 197 ote Sen p 201 ing for: p 206 p 207	N84-12967 pon System N84-15034 assons From N84-15076 ow direction eries, volume N84-1553 sing by Radic N84-1578 liight medica N84-1578
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Techni [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remi Waves [AGARD-AG-280] [AGARD-CP-345] Medical aspects of survival Train [AGARD-AG-283[FR]] Sieep and wakefulness handbor officers [AGARD-AG-270[FR]] Viscous Effects in Turbomachines [AGARD-CP-351]	p 166 i/Weai p 21 p 28 and fliques S p 197 ote Sen p 201 ing lori p 206 ok for p 207 p 100	N84-12367 pon System N84-15078 essons From N84-15076 ow direction reres, volume N84-15536 sing by Radic N84-1578 ilight medica N84-1578 (N84-1578)
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and Integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Techni [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remi Waves [AGARD-CP-345] Medical aspects of survival Train [AGARD-AG-283(FR)] Sleep and wakefulness handbor officers [AGARD-AG-270(FR)] Viscous Effects in Turbomachines [AGARD-CP-351] Oevelopment and Use of Nument	p 166 i/Weai p 21 p 28 and fliques S p 197 ote Sen p 201 ing lori p 206 ok for p 207 p 100	N84-12367 pon System N84-15078 essons From N84-15076 ow direction reres, volume N84-15536 sing by Radic N84-1578 ilight medica N84-1578 (N84-1578)
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Techni [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remit Waves [AGARD-AG-300-VOL-1] Sieep and wakefulness handborothicers [AGARD-AG-283[FR]] Sieep and wakefulness handborothicers [AGARD-AG-270[FR]] Viscous Effects in Turbomachines [AGARD-CP-351] Development and Use of Numeric	p 166 // Weal p 21 p 28 and flift gues S p 197 ptote Sen p 206 p 206 p 207 p 100 cal and	N84-12367 pon System N84-15034 essons From N84-15076 bw director N84-15530 sing by Radic N84-15646 aircrew N84-15781 light medica N84-15781 Red-15781
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and Integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Techni [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remi Waves [AGARD-CP-345] Medical aspects of survival Train [AGARD-AG-283[FR]] Sieep and walkefulness handborofficers [AGARD-AG-270[FR]] Viscous Effects in Turbomachines [AGARD-CP-351] Development and Use of Nument Bases [AGARD-LS-130]	n Their p 166 / Weai p 21 p 28 and fill ques S p 197 obte Sen p 201 ng lor o p 207 p 100 al and p 241	N84-12967 pon System N84-15034 essons From N84-15076 w direction enes, volume N84-15536 sing by Radic N84-1564 eight medica N84-15781 Inghi medica N84-15181 N84-15181 N84-15181 N84-15181 N84-15181 N84-15181
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and Integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Techni [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remi Waves [AGARD-CP-345] Medical aspects of survival Train [AGARD-AG-283[FR]] Sleep and wakefulness handborofficers [AGARD-AG-270[FR]] Viscous Effects in Turbomachines [AGARD-CP-351] Development and Use of Numeric Bases [AGARD-LS-130] Two-dimensional wind funnel wall	p 166 // Weal p 21 p 28 and this p 29 p 29 p 29 p 200 p 200 p 200 p 200 p 201 p 206 p 207 p 100 p 207 p 100 p 207	N84-12367 pon System N84-15036 sesons From N84-15076 we director eries, volume N84-15536 sing by Radic N84-15648 m N84-15781 light medica N84-15781 N84-16181 Factual Dati N84-1705: ence
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and Integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Techni [AGARD-AG-300-VCL-1] Propagation Factors Affecting Remi Waves [AGARD-AG-280] Medical aspects of survival Train [AGARD-AG-283[Fh]) Sieep and wakefulness handbor officers [AGARD-AG-270[FR]] Viscous Effects in Turbomachines [AGARD-AG-270] Uniscous Effects in Turbomachines [AGARD-AG-270] Uniscous Effects in Turbomachines [AGARD-CP-351] Development and Use of Numeric Bases [AGARD-LS-130] Two-dimensional wind tunnel wall [AD-A138964]	n Their p 166 / Weai p 21 p 28 and fill ques S p 197 obte Sen p 201 ng lor o p 207 p 100 al and p 241	N84-12367 pon System N84-15036 sesons From N84-15076 we director eries, volume N84-15536 sing by Radic N84-15648 m N84-15781 light medica N84-15781 N84-16181 Factual Dati N84-1705: ence
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and Integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors. AGARD Flight Test Technit [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remit Waves [AGARD-CP-345] Medical aspects of survival. Train [AGARD-AG-283(FR)] Sieep and wakefulness handbordhicers [AGARD-AG-270(FR)] Viscous Effects in Turbomachines [AGARD-CP-351] Development and Use of Nument Bases [AGARD-LS-130] Two-dimensional wind tunnel wall [AD-A138964] Helcopter faltique design guide	p 166 // Weal // P 21 // P 28 // P 28 // P 28 // P 28 // P 29 // P 20	N84-12367 pon System N84-15076 sessons From N84-15076 we director eries, volume N84-15530 sing by Al564 N84-1564 sercrew N84-1578 ilight medica N84-1618 Factual Dati N84-1705: ence N84-2049
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Techni [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remi Waves [AGARD-AG-300-VOL-1] Medical aspects of survival Train [AGARD-AG-280[FR]] Sleep and wakefulness handborothicers [AGARD-AG-270[FR]] Viscous Effects in Turbomachines [AGARD-CP-351] Development and Use of Nument Bases [AGARD-LS-130] Two-dimensional wind tunnel wall [AD-A13964] Helicopter fatigue design guide [AD-A139864]	p 166 // Weal // P 21 // P 28 // P 28 // P 29 // P 20	N84-12367 DON System N84-15076 N84-15076 N84-15576 N84-15536 Sing by Radic N84-15646 Sercrew N84-1578 Right medica N84-1578 N84-1618I Factual Datu N84-1705: ence N84-2049
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and Integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Techni [AGARD-AG-300-V0L-1] Propagation Factors Affecting Remi Waves [AGARD-AG-290-FR] Medical aspects of survival Train [AGARD-AG-283[FR]) Sieep and wakefulness handborofficers [AGARD-AG-270[FR]] Viscous Effects in Turbomachines [AGARD-CP-351] Development and Use of Nument Bases [AGARD-LS-130] Two-dimensional wind tunnel wall [AD-A138964] Helicopter faltigue design guide [AD-A138964] Sustained Intensive Air Operation	p 166 // Weal // P 21 // P 28 // P 28 // P 29 // P 20	N84-12367 pon System N84-15076 sessons From N84-15076 we director eries, volume N84-15530 sing by Al564 N84-1564 sercrew N84-1578 ilight medica N84-1618 Factual Dati N84-1705: ence N84-2049
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Techni [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remit Waves [AGARD-AG-300-VOL-1] Sieep and wakefulness handbordines [AGARD-AG-283[FR]] Sieep and wakefulness handbordines [AGARD-AG-270[FR]] Viscous Effects in Turbomachines [AGARD-CP-351] Development and Use of Nument Bases [AGARD-LS-130] Two-dimensional wind tunnel wall [AD-A138964] Helicopter faltigue design guide [AD-A138963] Sustained Intensive Air Operation Performance Aspects	n Their p 166 // Weal p 21 p 28 and the great p 28 and the great p 20 p 29 p 20 p 20 p 20 p 20 p 20 p 20	N84-12367 DON System N84-15036 N84-15076 N84-15536 Sing by Radic N84-15646 N84-15686 N84-1578: Ilight medica N84-1578: N84-1618I Factual Datu N84-1705: ence N84-2049 N84-2049
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and Integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Techni [AGARD-AG-300-VCL-1] Propagation Factors Affecting Remi Waves [AGARD-AG-300-VCL-1] Medical aspects of survival Train [AGARD-AG-280[FR]] Sieep and wakefulness handbor officers [AGARD-AG-270[FR]] Viscous Effects in Turbomachines [AGARD-AG-270[FR]] Viscous Effects in Turbomachines [AGARD-CP-351] Development and Use of Numeric Bases [AGARD-LS-130] Two-dimensional wind tunnel wall [AD-A138964] Helicopter falsipue design guide [AD-A138964] Sustained Intensive Air Operation Performance Aspects [AGARD-CP-338]	n Their p 166 // Weai p 21 p 28 and the ques S p 201 p 207 p 206 p 207 p 207 p 100 cal and p 2 4 p 2 4 p 2 7 p 100 cal and p 2 4 p 2 7 p 100 cal and p 2 4 p 2 7 p 2 7 p 100 cal and p 2 4 p 2 7 p 2 7 p 100 cal and p 2 4 p 2 7 p 2 p 2	N84-12967 N84-15078 N84-15078 N84-15078 N84-15078 N84-15536 Sing by Radic N84-1578 Inghl medica N84-1578 N84-1618 Factual Dati N84-1705 ence N84-2049
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Techni [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remit Waves [AGARD-AG-300-VOL-1] Sieep and wakefulness handbordines [AGARD-AG-283[FR]] Sieep and wakefulness handbordines [AGARD-AG-270[FR]] Viscous Effects in Turbomachines [AGARD-CP-351] Development and Use of Nument Bases [AGARD-LS-130] Two-dimensional wind tunnel wall [AD-A138964] Helicopter faltigue design guide [AD-A138963] Sustained Intensive Air Operation Performance Aspects	n Their p 166 // Weai p 21 p 28 and the ques S p 201 p 207 p 206 p 207 p 207 p 100 cal and p 2 4 p 2 4 p 2 7 p 100 cal and p 2 4 p 2 7 p 100 cal and p 2 4 p 2 7 p 2 7 p 100 cal and p 2 4 p 2 7 p 2 7 p 100 cal and p 2 4 p 2 7 p 2 p 2	N84-12967 N84-15078 N84-15078 N84-15078 N84-15078 N84-15536 Sing by Radic N84-1578 Inghl medica N84-1578 N84-1618 Factual Dati N84-1705 ence N84-2049
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and Integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Techni [AGARD-AG-300-VCL-1] Propagation Factors Affecting Remi Waves [AGARD-AG-300-VCL-1] Medical aspects of survival Train [AGARD-AG-280[FR]] Sieep and wakefulness handbor officers [AGARD-AG-270[FR]] Viscous Effects in Turbomachines [AGARD-AG-270[FR]] Viscous Effects in Turbomachines [AGARD-CP-351] Development and Use of Numeric Bases [AGARD-LS-130] Two-dimensional wind tunnel wall [AD-A138964] Helicopter falsipue design guide [AD-A138964] Sustained Intensive Air Operation Performance Aspects [AGARD-CP-338]	n Their p 166 // Weai p 21 p 28 and the ques S p 201 p 207 p 206 p 207 p 207 p 100 cal and p 2 4 p 2 4 p 2 7 p 100 cal and p 2 4 p 2 7 p 100 cal and p 2 4 p 2 7 p 2 7 p 100 cal and p 2 4 p 2 7 p 2 7 p 100 cal and p 2 4 p 2 7 p 2 p 2	N84-12367 DON System N84-15076 N84-15076 N84-15576 N84-15576 Sing by Radic N84-1578 Right medica N84-1578 Retual Data N84-1758 N84-1618 Retual Data N84-1758 N84-2049 N84-2049
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Teichni [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remi Waves [AGARD-CP-345] Medical aspects of survival Train [AGARD-AG-283(FR)] Sleep and wakefulness handbor officers [AGARD-CP-351] Viscous Effects in Turbomachines [AGARD-CP-351] Development and Use of Nument Bases [AGARD-LS-130] Two-dimensional wind tunnel wall [AD-A138964] Helicopter fatigue design guide [AD-A138964] Sustained Intensive Air Operation Performance Aspects [AGARD-CP-338] Non-invasive methods of cardiovice serospace medicine	n Their p 166 // Weai p 21 p 28 and the ques S p 201 p 207 p 206 p 207 p 207 p 100 cal and p 2 4 p 2 4 p 2 7 p 100 cal and p 2 4 p 2 7 p 100 cal and p 2 4 p 2 7 p 2 7 p 100 cal and p 2 4 p 2 7 p 2 7 p 100 cal and p 2 4 p 2 7 p 2 p 2	N84-12367 DON System N84-15076 N84-15076 N84-15576 N84-15576 Sing by Radic N84-15646 Aircrew N84-15786 N84-15786 N84-15786 N84-16184 Factual Data N84-1705: ence N84-2049 N84-2049
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and Integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors. AGARD Flight Test Technit [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remit Waves [AGARD-CP-345] Medical aspects of survival. Train [AGARD-AG-283(FR)] Sieep and wakefulness handborothicers [AGARD-AG-270(FR)] Viscous Effects in Turbomachines [AGARD-CP-351] Development and Use of Numeric Bases [AGARD-LS-130] Two-dimensional wind tunnel wall [AD-A138964] Heicopter faltique design guide [AD-A38963] Sustamed Intensive Air Operation Performance Aspects [AGARD-CP-338] Non-invasive methods of cardioval aerospace medicine [AGARD-AG-277(E)]	n Their p 166 / Weal p 166 / Weal p 166 / Weal p 167 / We	N84-12367 DON System N84-15076 N84-15076 N84-15076 N84-15530 N84-15530 N84-1564 N84-1578 Right medica N84-1578 Right nedica N84-1758 Right nedica N84-1705 ence N84-2049 Shological an PN84-2016 exploration N84-2108
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Techni [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remit Waves [AGARD-AG-300-VOL-1] Medical aspects of survival Train [AGARD-AG-283[FR]] Sieep and wakefulness handbox officers [AGARD-CP-345] Viscous Effects in Turbomachines [AGARD-CP-351] Development and Use of Nument Bases [AGARD-LS-130] Two-dimensional wind tunnel wall [AD-A138964] Helicopter fatigue design guide [AD-A138964] Sustained Intensive Air Operation Performance Aspects [AGARD-CP-338] Non-invasive methods of cardiovalerospace medicine [AGARD-CP-338] The Aghication of New Technok Technok	n Their p 166 A Weal p 21 Sign Li p 21 Sign Li p 21 Sign Li p 206 A Kori p 206 A Kori p 206 A Kori p 207 A P 207 A P 207 A Sign Li p 207 A P 207 A P 207 A Sign Li p 207 A P 207 A Sign Li p 207 A P 207 A Sign Li p 207 A P 207 A Sign Li p 207 A Sign Li p 207 A P 2	N84-12367 DON System N84-15076 N84-15076 N84-15576 N84-15596 Sing by Radic N84-15646 N84-15646 N84-15686 N84-15788 N84-16181 Factual Datu N84-17059 N84-2049 N84-2049 N84-2049 N84-2050 N84-2050 N84-2106 N84-2106 N84-2106
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and Integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Technit [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remit Waves [AGARD-AG-280] Medical aspects of survival Train [AGARD-AG-283[Fh] Steep and wakefulness handbord officers [AGARD-AG-270[FR]] Viscous Effects in Turbomachines [AGARD-AG-270[FR]] Viscous Effects in Turbomachines [AGARD-CP-351] Development and Use of Numeric Bases [AGARD-LS-130] Two-dimensional wind tunnel wall [AD-A138964] Helicopter falsque design guide [AD-A138964] Non-invasive methods of cardioval aerospace medicine [AGARD-CP-338] Non-invasive methods of cardioval aerospace medicine [AGARD-AG-277(E)] The Application of New Technolo Delivery of Aerospace and Defence	n Their p 166 for Weal p 21 for p 28 for p 201 for p 207	N84-12367 pon System N84-15076 sessons From N84-15076 we director eries, volume N84-15530 sing by Padic N84-15548 inght medica N84-1578 inght medica N84-1578 inght medica N84-1578 inght medica N84-1705 ence N84-2049 isological and N84-2049 isological and N84-2108 exploration in N84-2108 exploration in N84-2108 improve the story
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Techni [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remit Waves [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remit Waves [AGARD-AG-280-FR] Sleep and wakefulness handbordiness [AGARD-AG-281(FR)] Sleep and wakefulness handbordiness [AGARD-AG-270(FR)] Viscous Effects in Turbomachines [AGARD-CP-351] Development and Use of Nument Bases [AGARD-LS-130] Two-dimensional wind tunnel wall [AD-A138964] Helcopter faltigue design guide [AD-A138963] Sustained Intensive Air Operation Performance Aspects [AGARD-CP-338] Non-invasive methods of cardioval aerospace medicine [AGARD-CP-337(E)] The Application of New Technolo Delivery of Aerospace and Defence [AGARD-CP-357]	n Their p 166 for p 166 for p 21 for p 20 for p	N84-12367 DON System N84-15076 N84-15076 N84-15576 N84-15536 Sing by Radic N84-15586 N84-1578: Right medica N84-1578: Right medica N84-1705: ence N84-2049 N84-2051 N84-2106 Improve thistion N84-2106 Improve thistion
Environment [AGARD-IS-131] Advanced Concepts for Avionics Design, Development and integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Teichni [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remi Waves [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remi Waves [AGARD-AG-280](FR)] Sleep and wakefulness handbor officers [AGARD-AG-283(FR)] Sleep and wakefulness handbor officers [AGARD-CP-351] Development and Use of Nument Bases [AGARD-LS-130] Two-dimensional wind tunnel wall [AD-A138964] Helicopter fatigue design guide [AD-A13963] Sustained Intensive Air Operation Performance Aspects [AGARD-CP-338] Non-invasive methods of cardioval aerospace medicine [AGARD-AG-277(E)] The Application of New Technolo Delivery of Aerospace and Defence [AGARD-CP-357] Guides to aerospace research a	n Their p 166 for p 166 for p 21 for p 20 for p	N84-12367 DON System N84-15076 N84-15076 N84-15576 N84-15536 Sing by Radic N84-15586 N84-1578: Right medica N84-1578: Right medica N84-1705: ence N84-2049 N84-2051 N84-2106 Improve thistion N84-2106 Improve thistion
Environment [AGARD-LS-131] Advanced Concepts for Avionics Design, Development and integration [AGARD-CP-343] Flight Mechanics and System De Operational Experience [AGARD-CP-347] Calibration of air-data systems sensors AGARD Flight Test Techni [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remit Waves [AGARD-AG-300-VOL-1] Propagation Factors Affecting Remit Waves [AGARD-AG-280-FR] Sleep and wakefulness handbordiness [AGARD-AG-281(FR)] Sleep and wakefulness handbordiness [AGARD-AG-270(FR)] Viscous Effects in Turbomachines [AGARD-CP-351] Development and Use of Nument Bases [AGARD-LS-130] Two-dimensional wind tunnel wall [AD-A138964] Helcopter faltigue design guide [AD-A138963] Sustained Intensive Air Operation Performance Aspects [AGARD-CP-338] Non-invasive methods of cardioval aerospace medicine [AGARD-CP-337(E)] The Application of New Technolo Delivery of Aerospace and Defence [AGARD-CP-357]	n Their p 166 ke was and this sign Li sign Li sign Li sign Li p 28 and this p 29 and this p 200 ke for p 200	N84-12367 DON System N84-15076 N84-15076 N84-15576 N84-15536 Sing by Radic N84-15586 N84-1578: Right medica N84-1578: Right medica N84-1705: ence N84-2049 N84-2051 N84-2106 Improve thistion N84-2106 Improve thistion

Wind Tunnels and Testing Techniq	ues
(AGARD-CP-348)	p 32 NB4-23564
Guidance and Control Techniques	
Vehicles	
	p 137 N84-24603
AGARD-CP-3501	
Combustion Problems in Turbine E	ngines
AGARD-CP-353	p 156 N84-24732
Characteristics of the Lower Afm	osphere Influencing
Radio Wave Propagation	
	p 168 N84-24943
AGARD-CP-3461	p 100 1404-24343
Workshop on Requirements for	Aircraft Corrosion
Control	
AGARD-R-714	p 37 N84-25613
Special Course on V/STOL Aerod	
AGARD-R-710]	p 39 N84-25625
Advances in Strapdown Inertial Sy	
(AGARD-LS-133)	p 87 N84-25691
Operational and Performance Mea	surement on Engines
in Sea Level Test Facilities	•
(AGARD-LS-132)	p 130 N84-25723
Aermedical Support in Military F	
[AGARD-LS-134]	p 212 N84-26279
A survey of biodynamic test device	es and methods
[AD-A142467]	p 132 N84-29894
Advanced Technology for SAI	
	w Systems Analysis
Synthesis and Simulation	
(AGARD-LS-135)	p 141 N84-31248
Composite structure repair	
[AD-A141456]	p 155 N84-31300
Future requirements for airborne s	
	p 132 N84-32401
[AGARD-AR-188]	
Occupational Medicine Relevant	to Aviation Medicine
AGARD-CP-341	p 213 N84-33011
Materials Substitution and Recycl	
AGARD-CP-356)	p 149 N84-33465
Consist Course on Stability and	
Special Course on Stability and	Transmon of Lammai
Flow	
AGARD-R-709	p 193 N84-33757
Report of the working group on I	arge-scale computing
in aeronautics	• • • • •
LACADD AD 3001	p 231 N84-34177
[AGARD-AR-209]	p 231 (464-34111
Flight Test Techniques	
AGARD-CP-373	p 41 N84-34396
Experimental data base for	computers program
assessment Report of the Fluid Dy	namics Panel Working
assessment repend the meaning	
	•
Group 04 Addendum	
[AGARD-AR-138-ADD]	p 81 N85-10020
[AGARD-AR-138-ADD] The Influence of Large Scale C	p 81 N85-10020
[AGARD-AR-138-ADD] The Influence of Large Scale C	p 81 N85-10020
[AGARD-AR-138-ADD] The Influence of Large Scale C Structural Design	p 81 N85-10020 Computing on Aircraft
[AGARD-AR-138-ADD] The Influence of Large Scale C Structural Design [AGARD-R-706]	p 81 N85-10020 computing on Aircraft p 90 N85-10040
[AGARD-AR-138-ADD] The Influence of Large Scale C Structural Design [AGARD-R-706] Process Modeling Applied to	p 81 N85-10020 computing on Aircraft p 90 N85-10040
AGARD-AR-138-ADD The Influence of Large Scale C Structural Design AGARD-R-706 Process Modeling Applied to Thermomechanical Processing	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and
AGARD-AR-138-ADD The Influence of Large Scale C Structural Design AGARD-R-706 Process Modeling Applied to Thermomechanical Processing AGARD-LS-137	p 81 N85-10020 computing on Aircraft p 90 N85-10040
[AGARD-AR-138-ADD] The Influence of Large Scale C Structural Design [AGARD-R-706] Process Modeling Applied to Thermomechanical Processing [AGARD-LS-137] Operational Loads Data	p 81 N85-10020 computing on Akcraft p 90 N85-10040 Metal Forming and p 158 N85-15086
AGARD-AR-138-ADD The Influence of Large Scale C Structural Design AGARD-R-706 Process Modeling Applied to Thermomechanical Processing AGARD-LS-137 Operational Loads Data AGARD-CP-375	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15086
AGARD-AR-138-ADD The Influence of Large Scale C Structural Design AGARD-R-706 Process Modeling Applied to Thermomechanical Processing AGARD-LS-137 Operational Loads Data AGARD-CP-375	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15086
[AGARD-AR-138-ADD] The Influence of Large Scale C Structural Design [AGARD-R-706] Process Modeling Applied to Thermomechanical Processing [AGARD-LS-137] Operational Loads Data [AGARD-CP-375] Keeping up with operational lo	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15086 p 44 N85-15664 ads in the French Air
AGARD-AR-138-ADD The Influence of Large Scale C Structural Design AGARD-R-706 Process Modeling Applied to Thermomechanical Processing AGARD-LS-137 Operational Loads Data AGARD-CP-375 Keeping up with operational to Force Defining new equipment to	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15684 ads in the French Air p 47 N85-15681
AGARD-AR-138-ADD The Influence of Large Scale C Structural Design AGARD-R-706 Process Modeling Applied to Thermomechanical Processing AGARD-LS-137 Operational Loads Data AGARD-CP-375 Keeping up with operational lo- Force Defining new equipment Engine Cyclic Durability by Analy	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15086 p 44 N85-15664 ads in the French Air p 47 N85-15681 sis and Testing
[AGARD-AR-138-ADD] The Influence of Large Scale C Structural Design [AGARD-R-706] Process Modeling Applied to Thermomechanical Processing [AGARD-LS-137] Operational Loads Data [AGARD-CP-375] Keeping up with operational to Force Detining new equipment Engine Cyclic Durability by Analy [AGARD-CP-386]	p. 81 N85-10020 computing on Aircraft p. 90 N85-10040 Metal Forming and p. 158 N85-15066 p. 44 N85-15664 ads in the French Air p. 47 N85-15681 sis and Testing p. 104 N85-15733
[AGARD-AR-138-ADD] The Influence of Large Scale C Structural Design [AGARD-R-706] Process Modeling Applied to Thermomechanical Processing [AGARD-LS-137] Operational Loads Data [AGARD-CP-375] Keeping up with operational to Force Detining new equipment Engine Cyclic Durability by Analy [AGARD-CP-386]	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15086 p 44 N85-15664 ads in the French Air p 47 N85-15681 sis and Testing
[AGARD-AR-138-ADD] The Influence of Large Scale C Structural Design [AGARD-R-706] Process Modeling Applied to Thermomechanical Processing [AGARD-LS-137] Operational Loads Data [AGARD-CP-375] Keeping up with operational to Force Detining new equipment Engine Cyclic Durability by Analy [AGARD-CP-386]	p. 81 N85-10020 computing on Aircraft p. 90 N85-10040 Metal Forming and p. 158 N85-15066 p. 44 N85-15664 ads in the French Air p. 47 N85-15681 sis and Testing p. 104 N85-15733
[AGARD-AR-138-ADD] The Influence of Large Scale C Structural Design [AGARD-R-706] Process Modeling Applied to Thermomechanical Processing [AGARD-LS-137] Operational Loads Data [AGARD-CP-375] Keeping up with operational lo- Force Defining new equipment Engine Cyclic Durability by Analy [AGARD-CP-368] Rampel and Ramrocket Prop Missales	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15086 p 44 N85-15684 ads in the French Air p 47 N85-15681 ss and Testing p 104 N85-15733
[AGARD-AR-138-ADD] The Influence of Large Scale C Structural Design [AGARD-R-706] Process Modeling Applied to Thermomechanical Processing [AGARD-LS-137] Operational Loads Data [AGARD-CP-375] Keeping up with operational to Force Defining new equipment Engine Cyclic Durability by Analy (AGARD-CP-386) Ramyel and Ramrocket Profilingsides [AGARD-LS-136]	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15086 p 44 N85-15684 add in the French Air p 47 N85-15683 sis and Testing p 104 N85-15733 Julision Systems for p 149 N85-15809
[AGARD-AR-138-ADD] The Influence of Large Scale C Structural Design [AGARD-R-706] Process Modeling Applied to Thermomechanical Processing [AGARD-LS-137] Operational Loads Data [AGARD-CP-375] Keeping up with operational lo- Force Defining new equipment Engine Cyclic Durability by Analy [AGARD-CP-368] Ramyel and Ramrocket Prof Missies [AGARD-LS-136] Design for Tactical Avionics Mair	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15086 p 44 N85-15664 ads in the French Air p 47 N85-15681 sis and Testing p 104 N85-15733 oulsion Systems for p 149 N85-15809
[AGARD-AR-138-ADD] The Influence of Large Scale C Structural Design [AGARD-R-706] Process Modeling Applied to Thermomechanical Processing [AGARD-LS-137] Operational Loads Data [AGARD-CP-375] Keeping up with operational to Force Defining new equipment Engine Cyclic Durability by Analy [AGARD-CP-368] Ramiel and Ramrocket Prof Missiles [AGARD-LS-136] Design for Tactical Avionics Mail [AGARD-CP-361]	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15066 p 44 N85-15664 adds in the French Air p 47 N85-15661 sis and Testing p 104 N85-15733 sulsion Systems for p 149 N85-15809 ntamability p 47 N85-16731
[AGARD-AR-138-ADD] The Influence of Large Scale C Structural Design [AGARD-R-706] Process Modeling Applied to Thermomechanical Processing [AGARD-LS-137] Operational Loads Data [AGARD-CP-375] Keeping up with operational lo- Force Defining new equipment Engine Cyclic Durability by Analy [AGARD-CP-368] Rampel and Ramrocket Proj Missies [AGARD-LS-136] Design for Tachical Avionics Mai [AGARD-CP-361] Improvement of Aerodynamic P	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15086 p 44 N85-15664 ads in the French Air p 47 N85-15681 sis and Testing p 104 N85-15733 Julison Systems for p 149 N85-15809 ntainability p 47 N85-16731 reformance Through
[AGARD-AR-138-ADD] The Influence of Large Scale C Structural Design [AGARD-R-706] Process Modeling Applied to Thermomechanical Processing [AGARD-LS-137] Operational Loads Data [AGARD-CP-375] Keeping up with operational lo- force Defining new equipment Engine Cyclic Durability by Analy [AGARD-CP-368] Ramjel and Ramrocket Prof Missiles [AGARD-LS-136] Design for Tactical Avionics Mail [AGARD-CP-361] Improvement of Aerodynamic F Boundary Layer Control and High 1	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15086 as p 44 N85-15664 as in the French Air p 47 N85-15681 sis and Testing p 104 N85-15733 sulsion Systems for p 149 N85-15809 ntamability p 47 N85-16731 reformance Through
[AGARD-AR-138-ADD] The Influence of Large Scale C Structural Design [AGARD-R-706] Process Modeling Applied to Thermomechanical Processing [AGARD-LS-137] Operational Loads Data [AGARD-CP-375] Keeping up with operational lo- force Defining new equipment Engine Cyclic Durability by Analy [AGARD-CP-368] Ramjel and Ramrocket Prof Missiles [AGARD-LS-136] Design for Tactical Avionics Mail [AGARD-CP-361] Improvement of Aerodynamic F Boundary Layer Control and High 1	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15086 as p 44 N85-15664 as in the French Air p 47 N85-15681 sis and Testing p 104 N85-15733 sulsion Systems for p 149 N85-15809 ntamability p 47 N85-16731 reformance Through
[AGARD-AR-138-ADD] The Influence of Large Scale C Structural Design [AGARD-R-706] Process Modeling Applied to Thermomechanical Processing [AGARD-LS-137] Operational Loads Data [AGARD-CP-375] Keeping up with operational to Force Defining new equipment Engine Cyclic Durability by Analy [AGARD-CP-368] Rampel and Ramrocket Prop Misseles [AGARD-LS-136] Design for Tactical Avionics Mail [AGARD-CP-361] Improvement of Aerodynamic F Boundary Layer Control and High I [AGARD-CP-365]	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15086 p 44 N85-15684 add in the French Air p 47 N85-15683 sus and Testing p 104 N85-15733 sulsion Systems for p 149 N85-15809 ntainability p 47 N85-16731 terformance Through Lift Systems p 50 N85-16771
AGARD-AR-138-ADD The Influence of Large Scale C Structural Design AGARD-R-706 Process Modeling Applied to Thermomechanical Processing AGARD-LS-137 Operational Loads Data AGARD-CP-375 Keeping up with operational lo- Force Defining new equipment Engine Cyclic Durability by Analy AGARD-CP-386 Rampel and Ramrocket Prof Missies AGARD-LS-136 Design for Tactical Avionics Mail AGARD-CP-361 Improvement of Aerodynamic P Boundary Layer Control and High I AGARD-CP-365 Helicopter Guidance and Control	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15086 p 44 N85-15684 add in the French Air p 47 N85-15683 sus and Testing p 104 N85-15733 sulsion Systems for p 149 N85-15809 ntainability p 47 N85-16731 terformance Through Lift Systems p 50 N85-16771
[AGARD-AR-138-ADD] The Influence of Large Scale C Structural Design [AGARD-R-706] Process Modeling Applied to Thermomechanical Processing [AGARD-LS-137] Operational Loads Data [AGARD-CP-375] Keeping up with operational to Force Defining new equipment Engine Cyclic Durability by Analy [AGARD-CP-368] Ramiel and Ramrocket Profilissies [AGARD-LS-136] Design for Tactical Avionics Mail [AGARD-CP-361] Improvement of Aerodynamic R Boundary Layer Control and High ([AGARD-CP-365] Helicopter Guidance and Control Support	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15066 p 44 N85-15664 add in the French Air p 47 N85-15681 sus and Testing p 104 N85-15809 p 104 N85-15730 sulsion Systems for p 149 N85-15809 ntamability p 47 N85-16731 reformance Through Lift Systems p 50 N85-16771 Systems for Battlefield
AGARD-AR-138-ADD The Influence of Large Scale C Structural Design AGARD-R-706 Process Modeling Applied to Thermomechanical Processing AGARD-LS-137 Operational Loads Data AGARD-CP-375 Keeping up with operational lo- Force Defining new equipment Engine Cyclic Durability by Analy AGARD-CP-368 Rampel and Ramrocket Proj Missiles AGARD-CP-365 Design for Tachical Avionics Mai AGARD-CP-365 Helicopter Guidance and Control Support AGARD-CP-355 Helicopter Guidance and Control Support AGARD-CP-355	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15086 p 44 N85-15684 ads in the French Air p 47 N85-15733 pulson Systems for p 149 N85-15809 ntainability p 167 N85-16731 erformance Through utt Systems p 50 N85-16771 Systems for Battlefield p 54 N85-16797
AGARD-AR-138-ADD The Influence of Large Scale C Structural Design AGARD-R-706 Process Modeling Applied to Thermomechanical Processing AGARD-LS-137 Operational Loads Data AGARD-CP-375 Keeping up with operational lo- Force Defining new equipment Engine Cyclic Durability by Analy AGARD-CP-368 Rampel and Ramrocket Proj Missiles AGARD-CP-365 Design for Tachical Avionics Mai AGARD-CP-365 Helicopter Guidance and Control Support AGARD-CP-355 Helicopter Guidance and Control Support AGARD-CP-355	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15086 p 44 N85-15684 ads in the French Air p 47 N85-15733 pulson Systems for p 149 N85-15809 ntainability p 167 N85-16731 erformance Through utt Systems p 50 N85-16771 Systems for Battlefield p 54 N85-16797
AGARD-AR-138-ADD The Influence of Large Scale C Structural Design AGARD-R-706 Process Modeling Applied to Thermomechanical Processing AGARD-LS-137 Operational Loads Data AGARD-CP-375 Keeping up with operational lo- force Defining new equipment Engine Cyclic Durability by Analy (AGARD-CP-368) Rampel and Ramrocket Prof Missies AGARD-LS-136 Design for Tactical Avionics Mail AGARD-CP-361 Improvement of Aerodynamic F Boundary Layer Control and High AGARD-CP-365 Helicopter Guidance and Control Support AGARD-CP-359 Hazard Studies for Solid Pro	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15086 ap 14 N85-15681 g 17 N85-15681 sis and Testing p 104 N85-15733 bulsion Systems for p 149 N85-15809 nitianability p 47 N85-16731 erformance Through it Systems p 50 N85-16731 Systems for Battlefield
[AGARD-AR-138-ADD] The Influence of Large Scale C Structural Design [AGARD-R-706] Process Modeling Applied to Thermomechanical Processing [AGARD-LS-137] Operational Loads Data [AGARD-CP-375] Keeping up with operational to Force Defining new equipment Engine Cyclic Durability by Analy [AGARD-CP-368] Ramiel and Ramrocket Profilissies [AGARD-LS-136] Design for Tactical Avionics Mail [AGARD-CP-361] Improvement of Aerodynamic R Boundary Layer Control and High (IAGARD-CP-365) Helicopter Guidance and Control Support [AGARD-CP-359] Hazard Studies for Solid Prof [AGARD-CP-367]	p. 81 N85-10020 computing on Aircraft p. 90 N85-10040 Metal Forming and p. 158 N85-15066 p. 44 N85-15664 add in the French Air p. 47 N85-15681 sis and Testing p. 104 N85-15809 p. 104 N85-15700 p. 149 N85-15809 ntamability p. 47 N85-16731 reformance Through Lift Systems p. 50 N85-16731 Systems for Battlefield p. 54 N85-1679 p. 54 N85-1679 p. 58 N85-1679 p. 58 N85-1679 p. 58 N85-1679 p. 58 N85-1679 p. 59 N85-1679
AGARD-AR-138-ADD The Influence of Large Scale C Structural Design AGARD-R-706 Process Modeling Applied to Thermomechanical Processing AGARD-LS-137 Operational Loads Data AGARD-CP-375 Keeping up with operational lo- Force Defining new equipment Engine Cyclic Durability by Analy AGARD-CP-386 Rampel and Ramrocket Proj Missies AGARD-LS-136 Design for Tactical Avionics Mail AGARD-CP-361 Improvement of Aerodynamic P Boundary Layer Control and High I AGARD-CP-365 Helicopter Guidance and Control Support AGARD-CP-359 Hazard Studies for Solid Proj AGARD-CP-367 Composite structure repair, addit	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15086 p 44 N85-15664 ads in the French Air p 47 N85-15681 sis and Testing p 104 N85-15733 Julson Systems for p 149 N85-15733 Julson Systems p 50 N85-16731 Performance Through Lift Systems p 50 N85-16731 Systems for Battlefield p 54 N85-16797 pellant Rocket Motors p 58 N85-17025 endum
[AGARD-AR-138-ADD] The Influence of Large Scale C Structural Design [AGARD-R-706] Process Modeling Applied to Thermomechanical Processing [AGARD-LS-137] Operational Loads Data [AGARD-CP-375] Keeping up with operational lo- Force Defining new equipment Engine Cyclic Durability by Analy [AGARD-CP-368] Ramiel and Ramrocket Profiliasiles [AGARD-LS-136] Design for Tactical Avionics Mail [AGARD-CP-361] Improvement of Aerodynamic F Boundary Layer Control and High I [AGARD-CP-365] Helicopter Guidance and Control Support [AGARD-CP-367] Composite structure repair, addi [Af ARD-CP-367] Composite structure repair, addi [Af ARD-CP-367]	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15066 p 44 N85-15664 adds in the French Air p 47 N85-15681 sis and Testing p 104 N85-15809 p 104 N85-15703 pulsion Systems for p 149 N85-16731 reformance Through Lift Systems p 50 N85-16737 Systems for Battlefield p 54 N85-16799 pellant Rocket Motors p 58 N85-17025 endown p 156 N85-17055
[AGARD-AR-138-ADD] The Influence of Large Scale C Structural Design [AGARD-R-706] Process Modeling Applied to Thermomechanical Processing [AGARD-LS-137] Operational Loads Data [AGARD-CP-375] Keeping up with operational lo- Force Defining new equipment Engine Cyclic Durability by Analy [AGARD-CP-368] Ramiel and Ramrocket Profiliasiles [AGARD-LS-136] Design for Tactical Avionics Mail [AGARD-CP-361] Improvement of Aerodynamic F Boundary Layer Control and High I [AGARD-CP-365] Helicopter Guidance and Control Support [AGARD-CP-367] Composite structure repair, addi [Af ARD-CP-367] Composite structure repair, addi [Af ARD-CP-367]	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15066 p 44 N85-15664 adds in the French Air p 47 N85-15681 sis and Testing p 104 N85-15809 p 104 N85-15703 pulsion Systems for p 149 N85-16731 reformance Through Lift Systems p 50 N85-16737 Systems for Battlefield p 54 N85-16799 pellant Rocket Motors p 58 N85-17025 endown p 156 N85-17055
AGARD-AR-138-ADD The Influence of Large Scale C Structural Design AGARD-R-706 Process Modeling Applied to Thermomechanical Processing AGARD-LS-137 Operational Loads Data AGARD-CP-375 Keeping up with operational to Force Defining new equipment Engine Cyclic Durability by Analy AGARD-CP-368 Rampel and Ramrocket Proj Missiles AGARD-CP-365 Design for Tactical Avionics Mail AGARD-CP-365 Helicopter Guidance and Control Support AGARD-CP-359 Hazard Studies for Solid Proj AGARD-CP-365 Composite structure repair, adde Af ARD-R-76-ADD Technical evaluation report on 1	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15086 p 44 N85-15684 ads in the French Air p 47 N85-15683 sus and Testing p 104 N85-15703 pulson Systems for p 149 N85-15809 ntainability p 47 N85-16731 terformance Through Lift Systems p 50 N85-16797 Systems for Battlefield p 54 N85-16797 pellant Rocket Motors p 58 N85-17025 endum p 16 N85-17025
AGARD-AR-138-ADD The Influence of Large Scale C Structural Design AGARD-R-706 Process Modeling Applied to Thermomechanical Processing AGARD-LS-137 Operational Loads Data AGARD-LS-137 Operational Loads Data AGARD-CP-375 Keeping up with operational lo- Force Defining new equipment Engine Cyclic Durability by Analy AGARD-CP-368 Rampel and Ramrocket Prof Missies AGARD-LS-136 Design for Tactical Avionics Mail AGARD-CP-361 Improvement of Aerodynamic P Boundary Layer Control and High I AGARD-CP-365 Helicopter Guidance and Control Support AGARD-CP-367 Composite structure repair, addi Af ARD-R-716-ADD Technical evaluation report on t the Avionics Panel on Space S	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15086 p 44 N85-15684 ads in the French Air p 47 N85-15683 sus and Testing p 104 N85-15703 pulson Systems for p 149 N85-15809 ntainability p 47 N85-16731 terformance Through Lift Systems p 50 N85-16797 Systems for Battlefield p 54 N85-16797 pellant Rocket Motors p 58 N85-17025 endum p 16 N85-17025
[AGARD-AR-138-ADD] The Influence of Large Scale C Structural Design [AGARD-R-706-] Process Modeling Applied to Thermomechanical Processing [AGARD-LS-137] Operational Loads Data [AGARD-CP-375] Keeping up with operational to Force Defining new equipment Engine Cyclic Durability by Analy [AGARD-CP-368] Rampel and Ramrocket Proj Missies [AGARD-CP-368] Design for Tactical Avionics Mail [AGARD-CP-361] Improvement of Aerodynamic F Boundary Layer Control and High i [AGARD-CP-359] Hazard Studies for Solid Proj [AGARD-CP-367] Composite structure repair, addi [AfARD-CP-367] Technical evaluation report on t the Avionics Panel on Space S Tactical Operations Tactical Operations	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15066 p 44 N85-15664 ads in the French Air p 47 N85-15681 sis and Testing p 104 N85-15809 p 104 N85-15809 atlantability p 47 N85-16731 reformance Through Lift Systems p 50 N85-16731 Systems for Battlefield p 54 N85-1673 p 58 N85-17025 p 68 N85-17025 endum p 156 N85-17025 endum p 156 N85-17025
AGARD-AR-138-ADD The Influence of Large Scale C Structural Design AGARD-R-706 Process Modeling Applied to Thermomechanical Processing AGARD-LS-137 Operational Loads Data AGARD-CP-375 Keeping up with operational lo- Force Defining new equipment Engine Cyclic Durability by Analy AGARD-CP-368 Rampel and Ramrocket Proj Missiles AGARD-CP-365 Design for Tactical Avionics Mail AGARD-CP-365 Improvement of Aerodynamic P Boundary Layer Control and High I AGARD-CP-365 Helicopter Guidance and Control Support AGARD-CP-365 Hazard Studies for Solid Proj AGARD-CP-367 Composite structure repair, addi AfARD-R-716-ADD Technical evaluation report on the Avionics Panel on Space S Tactical Operations AGARD-CR-362	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15086 p 44 N85-15684 ads in the French Air p 47 N85-15703 p 104 N85-15703 p 104 N85-15703 p 104 N85-15809 p 104 N85-15809 p 107 N85-16731 reformance Through cits Systems p 50 N85-16731 Systems for Battlefield p 54 N85-16797 p 189 N85-17025 endum p 156 N85-17025 endum p 156 N85-17035 endum p 156 N85-17035 endum p 156 N85-17035 endum p 156 N85-17035
AGARD-AR-138-ADD The Influence of Large Scale C Structural Design AGARD-R-706 Process Modeling Applied to Thermomechanical Processing AGARD-LS-137 Operational Loads Data AGARD-CP-375 Keeping up with operational lo- Force Defining new equipment Engine Cyclic Durability by Analy AGARD-CP-368 Rampel and Ramrocket Proj Missiles AGARD-CP-365 Design for Tactical Avionics Mail AGARD-CP-365 Improvement of Aerodynamic P Boundary Layer Control and High i AGARD-CP-365 Helicopter Guidance and Control Support AGARD-CP-365 Hazard Studies for Solid Proj AGARD-CP-367 Composite structure repair, addi AfARD-R-716-ADD Technical evaluation report on the Avionics Panel on Space S Tactical Operations AGARD-AR-203	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15086 p 44 N85-15684 ads in the French Air p 47 N85-15703 p 104 N85-15703 p 104 N85-15703 p 104 N85-15809 p 104 N85-15809 p 107 N85-16731 reformance Through cits Systems p 50 N85-16731 Systems for Battlefield p 54 N85-16797 p 189 N85-17025 endum p 156 N85-17025 endum p 156 N85-17035 endum p 156 N85-17035 endum p 156 N85-17035 endum p 156 N85-17035
[AGARD-AR-138-ADD] The Influence of Large Scale C Structural Design [AGARD-R-706] Process Modeling Applied to Thermomechanical Processing [AGARD-LS-137] Operational Loads Data [AGARD-CP-375] Keeping up with operational lo- Force Defining new equipment Engine Cyclic Durability by Analy [AGARD-CP-368] Rampel and Ramrocket Prof Missies [AGARD-LS-136] Design for Tactical Avionics Mail [AGARD-CP-361] Improvement of Aerodynamic F Boundary Layer Control and High I [AGARD-CP-355] Helicopter Guidance and Control Support [AGARD-CP-359] Hazard Studies for Solid Prof [AGARD-CP-367] Composite structure repair, addit [Af ARD-R-716-ADD] Technical evaluation report on the Avionics Panel on Space S Tactical Operations [AGARD-CP-367] Propagation Influences on	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15086 p 44 N85-15681 sis and Testing p 104 N85-15631 sis and Testing p 104 N85-15703 sulsion Systems for p 149 N85-15809 nitamability p 47 N85-16731 reformance Through p 50 N85-16731 Systems p 50 N85-16731 Systems for Battlefield p 54 N85-16799 pellant Rocket Motors p 58 N85-17025 end p 156 N85-17025 end p 156 N85-1705 p 156 N85-1705 p 156 N85-1705 p 156 N85-1705 p 157 N85-18085 p 158 N85-1705 p 158 N85-18086 p 158 N85-1705 p 158 N85-18086 p 158 N85-1
AGARD-AR-138-ADD The Influence of Large Scale C Structural Design AGARD-R-706 Process Modeling Applied to Thermomechanical Processing AGARD-LS-137 Operational Loads Data AGARD-CP-375 Keeping up with operational to Force Defining new equipment Engine Cyclic Durability by Analy AGARD-CP-368 Rampel and Ramrocket Proj Missiles AGARD-CP-365 Design for Tactical Avionics Mai AGARD-CP-365 Helicopter Guidance and Control Support AGARD-CP-355 Helicopter Guidance and Control Support AGARD-CP-355 Hazard Studies for Solid Proj AGARD-CP-367 Composite structure repair, addi AfARD-R-76-ADD Technical evaluation report on the Avionics Panel on Space S Tactical Operations AGARD-AR-203 Propagation Influences on Systems Problems and Solutions	p 81 N85-10020 computing on Aircraft p 90 N85-10040 Metal Forming and p 158 N85-15086 p 44 N85-15684 ads in the French Air p 47 N85-15681 sus and Testing p 104 N85-15703 pulson Systems for p 149 N85-15809 ntainability p 47 N85-16731 terformance Through Lift Systems p 50 N85-16797 Systems for Battlefield p 54 N85-16797 pellant Rocket Motors p 58 N85-17025 endum p 16 N85-17055 endum p 97 N85-18986 Dgdtal Transmission
AGARD-AR-138-ADD The Influence of Large Scale C Structural Design AGARD-R-706 Process Modeling Applied to Thermomechanical Processing AGARD-LS-137 Operational Loads Data AGARD-LS-137 Operational Loads Data AGARD-CP-375 Keeping up with operational lo- Force Defining new equipment Engine Cyclic Durability by Analy AGARD-CP-368 Rampel and Ramrocket Prof Missies AGARD-LS-136 Design for Tactical Avionics Mail AGARD-CP-361 Improvement of Aerodynamic P Boundary Layer Control and High I AGARD-CP-365 Helicopter Guidance and Control Support AGARD-CP-365 Hazard Studies for Solid Prof AGARD-CP-367 Composite structure repair, addi Af ARD-R-716-ADD Technical evaluation report on the Avionics Panel on Space S Tactical Operations AGARD-CP-363 Propagation Influences on Systems Problems and Solutions AGARD-CP-363	p. 81 N85-10020 computing on Aircraft p. 90 N85-10040 Metal Forming and p. 158 N85-15086 p. 44 N85-15681 sis and Testing p. 104 N85-15681 sis and Testing p. 104 N85-15733 bulsion Systems for p. 149 N85-15809 nitianability p. 47 N85-16731 erformance Through p. 54 N85-16731 Systems p. 50 N85-16731 Systems p. 50 N85-16771 petlant Rocket Motors p. 58 N85-17025 endum p. 156 N85-17025 endum p. 156 N85-17025 endum p. 156 N85-17035 endum p. 156 N85-18988 Digital Transmission p. 97 N85-18988 Digital Transmission p. 172 N85-18988
AGARD-AR-138-ADD The Influence of Large Scale C Structural Design AGARD-R-706 Process Modeling Applied to Thermomechanical Processing AGARD-LS-137 Operational Loads Data AGARD-CP-375 Keeping up with operational to Force Defining new equipment Engine Cyclic Durability by Analy AGARD-CP-368 Rampel and Ramrocket Proj Missiles AGARD-CP-365 Design for Tactical Avionics Mai AGARD-CP-365 Helicopter Guidance and Control Support AGARD-CP-355 Helicopter Guidance and Control Support AGARD-CP-355 Hazard Studies for Solid Proj AGARD-CP-367 Composite structure repair, addi AfARD-R-76-ADD Technical evaluation report on the Avionics Panel on Space S Tactical Operations AGARD-AR-203 Propagation Influences on Systems Problems and Solutions	p. 81 N85-10020 computing on Aircraft p. 90 N85-10040 Metal Forming and p. 158 N85-15086 p. 44 N85-15681 sis and Testing p. 104 N85-15681 sis and Testing p. 104 N85-15733 bulsion Systems for p. 149 N85-15809 nitianability p. 47 N85-16731 erformance Through p. 54 N85-16731 Systems p. 50 N85-16731 Systems p. 50 N85-16771 petlant Rocket Motors p. 58 N85-17025 endum p. 156 N85-17025 endum p. 156 N85-17025 endum p. 156 N85-17035 endum p. 156 N85-18988 Digital Transmission p. 97 N85-18988 Digital Transmission p. 172 N85-18988
AGARD-AR-138-ADD The Influence of Large Scale C Structural Design AGARD-R-706 Process Modeling Applied to Thermomechanical Processing AGARD-LS-137 Operational Loads Data AGARD-LS-137 Operational Loads Data AGARD-CP-375 Keeping up with operational lo- Force Defining new equipment Engine Cyclic Durability by Analy AGARD-CP-368 Rampel and Ramrocket Prof Missies AGARD-LS-136 Design for Tactical Avionics Mail AGARD-CP-361 Improvement of Aerodynamic P Boundary Layer Control and High I AGARD-CP-365 Helicopter Guidance and Control Support AGARD-CP-365 Hazard Studies for Solid Prof AGARD-CP-367 Composite structure repair, addi Af ARD-R-716-ADD Technical evaluation report on the Avionics Panel on Space S Tactical Operations AGARD-CP-363 Propagation Influences on Systems Problems and Solutions AGARD-CP-363	p. 81 N85-10020 computing on Aircraft p. 90 N85-10040 Metal Forming and p. 158 N85-15066 p. 44 N85-15666 p. 44 N85-15661 sis and Testing p. 104 N85-15681 p. 104 N85-15809 ntainability p. 47 N85-15809 ntainability p. 47 N85-16731 reformance Through p. 54 N85-16731 reformance Through p. 54 N85-16731 p. 54 N85-16797 pellant Rocket Motors p. 58 N85-17025 p. 156 N85-17025 p. 46th Symposamu p. 156 N85-1705 p. 46th Symposamu p. 156 N85-18080 p. 176 N85-18080 p. 177 N85-18080 Digital Transmission p. 172 N85-19266 in High Performance in High Performance in High Performance
AGARD-AR-138-ADD The Influence of Large Scale C Structural Design AGARD-R-706 Process Modeling Applied to Thermomechanical Processing AGARD-LS-137 Operational Loads Data AGARD-LS-137 Operational Loads Data AGARD-CP-375 Keeping up with operational lo- Force Defining new equipment Engine Cyclic Durability by Analy AGARD-CP-368 Rampel and Ramrocket Proj Missiles AGARD-CP-365 Design for Tactical Avionics Mail AGARD-CP-365 Improvement of Aerodynamic P Boundary Layer Control and High I AGARD-CP-365 Helicopter Guidance and Control Support AGARD-CP-365 Hazard Studies for Solid Proj AGARD-CP-367 Composite structure repair, addi AfARD-R-716-ADD Technical evaluation report on the Avionics Panel on Space S Tactical Operations AGARD-CP-363 High AR-203 Propagation Influences on Systems Problems and Solutions AGARD-CP-363 Human Factors Considerations Accase	p. 81 N85-10020 computing on Aircraft p. 90 N85-10040 Metal Forming and p. 158 N85-15066 p. 44 N85-15666 p. 44 N85-15661 sis and Testing p. 104 N85-15681 p. 104 N85-15809 ntainability p. 47 N85-15809 ntainability p. 47 N85-16731 reformance Through p. 54 N85-16731 reformance Through p. 54 N85-16731 p. 54 N85-16797 pellant Rocket Motors p. 58 N85-17025 p. 156 N85-17025 p. 46th Symposamu p. 156 N85-1705 p. 46th Symposamu p. 156 N85-18080 p. 176 N85-18080 p. 177 N85-18080 Digital Transmission p. 172 N85-19266 in High Performance in High Performance in High Performance
AGARD-AR-138-ADD The Influence of Large Scale C Structural Design AGARD-R-706 Process Modeling Applied to Thermomechanical Processing AGARD-LS-137 Operational Loads Data AGARD-CP-375 Keeping up with operational lo- Force Defining new equipment Engine Cyclic Durability by Analy AGARD-CP-368 Ramyel and Ramrocket Prof Missies AGARD-LS-136 Design for Tactical Avionics Mail AGARD-CP-361 Improvement of Aerodynamic P Boundary Layer Control and High! AGARD-CP-365 Helicopter Guidance and Control Support AGARD-CP-367 Composite structure repair, addit AGARD-CP-3687 Composite structure repair, additional properties and Solutions AGARD-CP-3687 AGARD-CP-3687 AGARD-CP-3687 AGARD-CP-3787	p. 81 N85-10020 computing on Aircraft p. 90 N85-10040 Metal Forming and p. 158 N85-15066 p. 44 N85-15666 p. 44 N85-15661 sis and Testing p. 104 N85-15703 p. 104 N85-15703 p. 104 N85-16701 p. 149 N85-15809 p. 149 N85-16701 p. 149 N85-16701 p. 149 N85-16701 p. 159 N85-16701 p. 150 N85-16701 p. 150 N85-16702 p. 150 N85-16709 p. 150 N85-16709 p. 150 N85-16709 p. 150 N85-16709 p. 150 N85-17025 p. 150 N85-17025 p. 150 N85-17025 p. 150 N85-18080 p. 170 N85-18080 p. 170 N85-18080 p. 171 Transmission p. 172 N85-19265 in High Performance p. 228 N85-19655
AGARD-AR-138-ADD The Influence of Large Scale C Structural Design AGARD-R-706 Process Modeling Applied to Thermomechanical Processing AGARD-LS-137 Operational Loads Data AGARD-CP-375 Keeping up with operational to Force Defining new equipment Engine Cyclic Durability by Analy AGARD-CP-368 Rampel and Ramrocket Proj Missiles AGARD-CP-366 Design for Tactical Avionics Mail AGARD-CP-365 Helicopter Guidance and Control Support AGARD-CP-365 Helicopter Guidance and Control Support AGARD-CP-365 Composite structure repair, addi AGARD-CP-367 Composite structure repair, addi AGARD-CP-367 Tachnical evaluation report on the Avionics Panel on Space S Tactical Operations AGARD-CP-367 Propagation Influences on Systems Problems and Solutions AGARD-CP-363 Human Factors Considerations Arcraft AGARD-CP-371 Motion Sickness Mechanisms.	p. 81 N85-10020 computing on Aircraft p. 90 N85-10040 Metal Forming and p. 158 N85-15066 p. 44 N85-15666 p. 44 N85-15661 sis and Testing p. 104 N85-15681 p. 104 N85-15809 ntainability p. 47 N85-15809 ntainability p. 47 N85-16731 reformance Through p. 54 N85-16731 reformance Through p. 54 N85-16731 p. 54 N85-16797 pellant Rocket Motors p. 58 N85-17025 p. 156 N85-17025 p. 46th Symposamu p. 156 N85-1705 p. 46th Symposamu p. 156 N85-18080 p. 176 N85-18080 p. 177 N85-18080 Digital Transmission p. 172 N85-19266 in High Performance in High Performance in High Performance
AGARD-AR-138-ADD The Influence of Large Scale C Structural Design AGARD-R-706 Process Modeling Applied to Thermomechanical Processing AGARD-LS-137 Operational Loads Data AGARD-LS-137 Operational Loads Data AGARD-CP-375 Keeping up with operational lo- Force Defining new equipment Engine Cyclic Durability by Analy AGARD-CP-368 Rampel and Ramrocket Prof Missies AGARD-CP-366 Design for Tactical Avionics Mail AGARD-CP-361 Improvement of Aerodynamic P Boundary Layer Control and High I AGARD-CP-365 Helicopter Guidance and Control Support AGARD-CP-365 Heazerd Studies for Solid Prof AGARD-CP-367 Composite structure repair, addit AfARD-R-716-ADD Technical evaluation report on the Avionics Panel on Space S Tactical Operations AGARD-R-203 Propagation Influences on Systems Problems and Solutions AGARD-CP-367 Human Factors Considerations AGARD-CP-371 Motion Sickness Mechanisms, and Treatment	p. 81 N85-10020 computing on Aircraft p. 90 N85-10040 Metal Forming and p. 188 N85-15086 p. 184 N85-15086 adds in the French Air p. 47 N85-15681 sis and Testing p. 104 N85-15733 bulsion Systems for p. 149 N85-15809 nitianability p. 47 N85-16731 reformance Through p. 47 N85-16731 Systems for Battlefield p. 54 N85-16737 pellant Rocket Motors p. 58 N85-17025 endum p. 156 N85-17025 endum p. 156 N85-17025 endum p. 156 N85-18986 Digital Transmission p. 172 N85-18986 Digital Transmission p. 172 N85-19266 in High Performance p. 228 N85-1965 Prediction, Prevention
AGARD-AR-138-ADD The Influence of Large Scale C Structural Design AGARD-R-706 Process Modeling Applied to Thermomechanical Processing AGARD-LS-137 Operational Loads Data AGARD-CP-375 Keeping up with operational to Force Defining new equipment Engine Cyclic Durability by Analy AGARD-CP-368 Rampel and Ramrocket Proj Missiles AGARD-CP-366 Design for Tactical Avionics Mail AGARD-CP-365 Helicopter Guidance and Control Support AGARD-CP-365 Helicopter Guidance and Control Support AGARD-CP-365 Composite structure repair, addi AGARD-CP-367 Composite structure repair, addi AGARD-CP-367 Tachnical evaluation report on the Avionics Panel on Space S Tactical Operations AGARD-CP-367 Propagation Influences on Systems Problems and Solutions AGARD-CP-363 Human Factors Considerations Arcraft AGARD-CP-371 Motion Sickness Mechanisms.	p. 81 N85-10020 computing on Aircraft p. 90 N85-10040 Metal Forming and p. 158 N85-15066 p. 44 N85-15666 p. 44 N85-15661 sis and Testing p. 104 N85-15703 p. 104 N85-15703 p. 104 N85-16701 p. 149 N85-15809 p. 149 N85-16701 p. 149 N85-16701 p. 149 N85-16701 p. 159 N85-16701 p. 150 N85-16701 p. 150 N85-16702 p. 150 N85-16709 p. 150 N85-16709 p. 150 N85-16709 p. 150 N85-16709 p. 150 N85-17025 p. 150 N85-17025 p. 150 N85-17025 p. 150 N85-18080 p. 170 N85-18080 p. 170 N85-18080 p. 171 Transmission p. 172 N85-19265 in High Performance p. 228 N85-19655

p 214 N85-20642

NEWISORY CAPUP for Aerospace Hes. and Dev
Space System Applications to Tactical Operations
[AGARD-CP-344] p 231 N85-20751 The clinical and biomedical evaluation of trauma and
fatalities associated with aircrew ejection and crash. A Working Group report
[AGARD-AR-194] p 217 N85-21969 Ground and flight testing for aircraft guidance and
control
[AGARD-AG-262] p 61 N85-22350 Gears and Power Transmission Systems for Helicopters
and Turboprops [AGARD-CP-369] p 91 N85-23765
Root stresses in conformal gears-strain gauge and photoelastic investigations p 94 N85-23787
Fatigue Crack Topography
[AGARD-CP-376] p 199 N85-24321 Essential features in fatigue fractures and remarkable
phenomena in fatigue crack growth p 199 N85-24322 Transonic Unsteady Aerodynamics and its Aeroelastic
Applications [AGARD-CP-374] p 63 N85-25171
Identification of dynamic systems [AGARD-AG-300-VOL-2] p 96 N85-25249
Three-Dimensional Boundary Layers [AGARD-R-719] p 194 N85-25784
Trajectory measurements for take-off and landing tests and other short-range applications, volume 16
[AGARD-AG-160-VOL-16] p 197 N85-25801
Technical evaluation report on Avionics Panel Specialists' Meeting on Digital Optical Circuit
Technology [AGARD-AR-202] p 236 N85-26367
Cost Effective and Affordable Guidance and Control Systems
(AGARD-CP-360) p 66 N85-26638 Low Reynolds number vehicles
[AGARD-AG-288] p 81 N85-26666
Technical evaluation report on the Flight Mechanics Symposium on Active Control Systems: Review,
Evaluation and Projections [AGARD-AR-220] p 121 N85-26730
The Impact of Proposed Radio Frequency Radiation Standards on Military Operations
[AGARD-LS-138] p 179 N85-27128 Active Control Systems: Review, Evaluation and
Projections
Helicopter Aeromechanics
[AGARD-LS-139] p 69 N85-28913 Digital Optical Circuit Techninogy
[AGARD-CP-362] p 236 N85-29757 Compendum of unsteac dynamic measurements.
addendum 1 [AGARD-R-702-ADD-1] p 82 N85-31028
Results of Space Experiments in Physiology and Medicine and Informal Briefings by the F-16 Medical
Working Group
Three-Dimensional Techniques Applied to Internal Flows
in Propulsion Systems [AGARD-LS-140] p 195 N85-32293
Management of Corrosion [AGARD-LS-141] p 156 N85-33238
Aerodynamics and Acoustics of Propellers [AGARD-CP-366] p 70 N86-11147
Test cases for inviscid flow field methods
Aircraft Drag Prediction and Reduction
[AGARD-R-723] p.83 N86-15266 AGARD Corrosion Handbook. Volume 1: Corrosion,
causes and case histories [AGARD-AG-278-VOL-1] p 157 N86-16374
Technical evaluation report on the Fluid Dynamics Panel Symposium on Aerodynamics and Acoustics of
Propellers [AGARD-AR-213] p 85 N86-19298
Transonic unsteady aerodynamics and its aeroelastic applications
[ÅGARD-CP-374-ADD-1] p 85 N86-19299 Two-dimensional turbulent separated flow
[AGARD-AG-287-VOL-1] p 85 N86-19300 Artificial Intelligence and Robotics
[AGARD-LS-142] p 197 N86-19627 Improvement of aerodynamic performance through
boundary layer control and high lift systems [AGARD-AR-210] p 85 N86-20376 Fault Tolerant Hardware/Software Architecture for Flight
Critical Function [AGARD-LS-143] p 128 N86-20399
Special Course on Cryogenic Technology for Wind Tunnel Testing
[AGARD-R-722] p 132 N86-20415 Producibility and cost studies of aviation kerosene
[AGARD-AR-227] p 158 N86-20580
Propulsion and Energetics Panel Working Group 14 on suitable averaging techniques in non-uniform internal
flows [AD-A133966] p 107 N86-24692

```
Technical evaluation report on the 
ElectromagneticWave Propagation Panel Symposium on 
Propagation Effects on Military Systems in the High
     Latitude Region
                                                                                           p 180 N86-24903
    Fatigue rated fa
[AGARD-R-721]
        AGARD-R-721) p 198 N86-24994
Damage Tolerance Concepts for Critical Engine
    Components
(AGARD-CP-393)
                                                                                            p 107 N86-25360
     Gudance-Control-Navigation Automation for Night All-Weather Tactical Operations

[AGARD-CP-387] p.88 N86-26316
    Visual Protection and Enhancement
[AGARD-CP-379]
                                                                                           ρ 222 N86-26802
          Contact lenses for pilots and aircre
                                                                                            p 223 N86-26815
                                              Aerodynamics-Funda
    Applications to Aircraft Dynamics
(AGARD-CP-386)
                                                                                            p 143 N86-27224
                                                                         n simulation
p 142 N86-27350
--- in the High
    Validation of mis
[AGARD-AR-206]
    Propagation Effects on Military Systems in the High
Latitude Region
[AGARD-CP-382] p 181 N86-27531
     The Impact of Very High Performance Integrated Circuits on Radar, Guidance and Avionics Systems
    [AGARD-CP-390] p 187 N86-28337
Heat Transfer and Cooling in Gas Turbines
[AGARD-CP-390] p 111 N86-28233
           Medical Selection and Physiological Training of Future
     Fighter Aircrew
(AGARD-CP-396)
                                                                                            p 225 N86-30309
   p 225 N86-30309 kdvlaory Group for Aerospace Research and Development, Paris (France).

Technical evaluation report on the FDP Symposium on Fight Test Techniques [AGARD-AR-208] p 91 N85-21157
    Design for tactical avionics maintainability, technical evaluation report [AGARD-AR-204] p 97 N85-23798
          Special course on V/STOL aerodynamics:
assessment of European jet lift aircraft [AGARD-R-710-ADDENDUM]
AEG-Telefunken, Ulm (West Germany).
                                                                                               p 66 N85-25188
          A mm-wave collision warning device for helicopters
          Analysis, synthesis and transmission of speech signals p 165 N83-34182
          Maintainability: An ILS effort to manipulate LCC
                                                                                               p 48 N85-16743
           LPI-radar for helicopter obstacle
                                                                                        warning
p 56 N85-16810
    monolithic 6 bit subconverter for high speed. (S) devices p 189 N86-28352 Monolithic 6 bit subconverter for high speed, high resolution A/D conversion systems p 189 N86-28354 Charge processing in infrared CCD-sensor-arrays
           Italia S.p.A., Caselle Torinese (Italy).
Tornado flight control software validati
                                                                                   validation: Methodolo
                                                                                                  p 7 N83-22135
         Critical factors and operational research in tactical fighter
     avionic system development
         Autopiot performance evaluation Tornado expenence nd future applications p 42 N84-34407
Possible impacts of VHSIC on MIL-STD-1553B data
     transmission management p 19
eritalia S.D.A., Pomigliano D'Arco (Italy).
                                                                                            p 192 N86-28371
                           p.A., Pomignano D Arco (Nary).
noise reduction for a new development turboprop
r aircraft p 74 N86-11173
    teritalia S.p.A., Torino (Italy).
          Corre
                                                                          en flutter flight test data and
     ground tests/calculation results for a varial
                                                                                               ariable sweep wing
p 12 N83-30379
        A theoretical/experimental p 13 N83-30982 p 13 N83-30982 Fracture mechanics and fatigue criteria in material p 135 N83-30480 p
         A theoretical/experimental technique to evaluate
                ction for space applications p 135 N83-30480 
orrection between nondestructive inspection results
       and performance of graphite/epoxy structural parts
p 153 N84-10212
          Flight parameters recording for safety monitoring an
          vestigations p 29 N84-15083
Design of a wind tunnet afterbody model for the
                                int of a transonic combat aircraft
      The influence of sensor and thruster imperfections in the attitude and position of a spacecraft performing a rendezvous p 139 N84-24615
           Flight test techniques used for proof of structural integrity
           Tornado when carrying external stores
                                                                                               p 43 N84-34413
           Flight parameters recording for structure fatigue life ontioning p 47 N85-15682
     Study and realisation of a 3rd le
based on ATE systems utilization
                                                                                               naintenance center
p 47 N85-16735
           The cryogenic Ludwieg tube tunnel at Goettinger p 134 N66-20425
```

```
ca Macchi S.p.A., Varese (Italy).
   Use of a small scale wind tunnel and model shop at 
Aeronautica Macchi as an industrial tool
                                                                     p 35 N84-23585
              itical Research Inst. of Swed
                                                                  len. Bromma.
       Numerical solutions of the Euler equations simulating
                                                                     p 78 N84-12120
      Pressure distribution on a swept wing aircraft in flight p.81 N85-10025
      Full scale expenments into the use of large eddy breakup
   devices for drag reduction on aircraft p. 53 NRS-16790
      On the use of marker loads for tatigue crack growth 
neasurements p 201 N85-24332
       New dynamic testing techniques and related results at
FA p.145 N86-27244
onautical Systems Div., Wright-Patterson AFB,
   FFA
   Ohlo.
   USAF approach to sirborne structural data recording 
Airborne Data Acquisition Multifunction System (ADAMS) 
p 47 N85-15683
p 47 N85-15683
Accelerated Mission Endurance Testing (AMET)
p 104 N85-15736
Two recent cases of marker load applications on cargo/fighter aircraft fatigue tests p 200 N85-24325
Aeroplane and Armament Experimental Establishment,
       oscombe Down (England).
The handling and performance trials needed to clear
   an aircraft to act as a receiver during air-to-air refuel
p 42 N84-34405
Flight test techniques employed in the Nimrod MR MK
2 weapon system performance trais p 43 N84-34410
Aeroportos e Navegacao Aeras E.P., Lisbon (Portugal).
        Art traffic services in Portugal p 86 N83-22182 papers Corp., Los Angeles, Calif.
Progress in verification of microprograms
       Air traffic services in Portugal
       GPS system field testing p 233 Nbb-zurus
Coverage and buildup of the Navstar constellation
p 233 Nb5-20764
Aerospace Engineering Test Establishment, Cold Lake
Coperational requirements versus technological capabilities p. 55 N85-16798

Aerospace Medical Div., Brooks AFB, Tex.
Biofeedback treatment of airsickness: A review
                p 217 N85-2066

ce Medical Research Labs., Wright-Patterson
   AFB. Ohio.
                                      work for the developme
       Conceptual frame
                                                                   lopment of workload
p 207 N84-21063
    metrics in sustained operations p 207 N84-21063
The U.S. Air Force neurophysiological workload test
   Behavioral and subjective workload test Behavioral and subjective workload metrics for operational environments p 207 N84-21085 Laboratory studies of aircrew chemical protective ensemble. Effects on pilots' performance
        Hydrazine toxicology: Impact on safety and health in
    military aviation p 213 N84-33013
Personnel protection concepts for advance escape
                                                                   r advance escape
p 229 N85-19658
        Tolerance, fatigue, physiological and performance
      Some quantitative methodology for cockpt degrees
page 189 N86-26320
Night vision support devices. Human engineering
ntegration p 223 N86-26808
Force Armament Lab., Eglin AFB, Fia.
Hypervelocity missile: Based on the concept of
integration
Air Force Arm
    r Force Armannum
Hypervelocity missile: Based on the curricum
arcraft/missile integration for maximum freepower
p 18 N84 12058
        Reusable software: A concept for cost reduction
                                                                      p 68 N85-26655
 Air Force Avionics Lab., Wright-Patterson AFB, Ohio.
        Avionics software support cost model
       p 8 N83-22147
Network communications for a distributed avionics
instem
     system p 24 N84-15052
r Force Flight Dynamics Lab., Wright-Patterson AFB,
     Design and development of the multifunction flight control reference system p 18 N84-12065
        The cockpit of the year 2000: How big a step?
p 230 N85-
Air Force Flight Test Center, Edwards AFB, Calif.
                                                                                 N85-19667
    Protice and flight test results of the performance and stability and control of the space shuttle from reentry to landing p 9 N83-3036 to High angle of attack test and evaluation techniques the 1980s p 41 N84-34399
     the 1980s
F-16 and A-10 diffraction optics Head Up Display (HUD)
A 43 N94-34411
       ght lest evaluation p. 43 N84-34411
Force Geophysics Lab., Hanacom AFB, Mass.
Total electron content and L-band amplitude and phase
Air Force Inst. of Tech., Wright-Patterson AFR, Ohio.
Aerothermodynamic flight envelope expansion for a manned lifting reentry vehicle (space shuttle)
    scintillation measurements in the polar cap ioni
```

Air Force Occi ational and Environmental He ks AFB, Tex. The medical results of human exposures to radio equency radiation p 179 N85-27133 Radio Frequency Radiation (RFR) measurements in Radio Frequency Radiation (RFR) measurements in perational settings p 180 N85-27138 Force Rocket Propulsion Lab., Edwards AFB, Calif. w of USAF treatment of solid prope motor hazards p.:
Air Force Space Div., Los Angeles, Calif.
US MILSATCOM. Present and future The Global Positioning System (GPS) Program status
p 233 N85-20761 Potential impact of Navstar GPS on NATO tactical Defense Meteorological Satelikte Program (DMSP)
p 234 N85-20766
Air Force Systems Command, Wright-Patterson AFB, Damage tolerance design concepts for military p 107 N86-25363 engines p 107 | Air Force Western Space and Missile Center, andenberg AFB, Calif.
Navstar GPS applications to test and training Air Force Wright Aeronautical Labs., Wright-Patterson AFB. Ohio Evaluation of small cracks in airtrame structures NDE techniques for composite laminate AFTI/F-16 An integrated system approach to combat automation p 26 N84-15063 Experimental verification of an endwall boundary layer prediction method p 104 N84-16211 Design and robustness analysis of reduced order controllers for large flexible space vehicles Application of multifunction strapdown inertial system

p. 88 N84-25698
Flight testing a digital flight control system: Issues and Cumulative damage modeling of fatigue crack growth P 105 N85-15741
Verification of life prediction through component p 106 N85-15748
Eathers crack because of the prediction through component p 106 N85-15748 Fatigue crack topography and crack growth analysis p 201 N85-24333
The STOL and maneuver technology program integrated ontrol system p 124 N85-26757 control system p 124 N85-26757
The STOL and maneuver technology program integrated control system development Advanced experimental methods for monitoring the behavior of small cracks Advanced quantitative methods for nondestructive aerodynamics and dynamic aircraft ty p 147 N86-27253 Unsteady a Influence of ionospheric irregularity shape and velocity on the design of airborne satellite communications Two spot laser velocimeter measurements of velocity and turbulence intensity in shock tube driven turbine flows p 115 N86-29853 Aircrew aspects of United Stated future fighter aircraft p 225 N86-30310 The analysis of records of parameters. An indispensable tool in oversight and in operations control

p 29 N84-15082 Air Weather Service, Scott AFB, III, Military app (METSAT) data applications of meteoroic N85-20767 Urbus Industrie, Biagnac (France).

Certification experience with methods fo p 32 N84-15101 Aircraft Research Association Ltd., Bedford (England).
Aerodynamic interference: A general overview p.21 N84-12060

p 21 N84-12083 External stores interference Recent developments in store separation and gnd survey techniques using the ARA Two-Sting Rig p 36 N84-23595

Pressure distributions measured on research wing M100 nounted on an axisymmetric body p 81 N85-10023 mounted on an axisymmetric body Pressure distributions measured on research wing M86 nounted on an axisymmetric body p.81 N85-10024 mounted on an axisymmetric body A review of ARA research into propeller aerodynamic prediction methods p 71 N86-11151 beme Univ., Hunt

Stationary properties and switching characteristics of deperative optical bistability in CuCl p 237 N85-29763

Anomalous propagation behavior of radio signals at high httudes p 181 N83-30882 Solar-terrestrial relationships in the high latitude region 181 NRS-27532

Propagation characteristics of medium frequency skywave signals from the continental US and Canada received at Fairbanks. Alaska p. 183 N86-27546 p 183 N86-27546 Progress in modelling the polar ionosphere from solar p 185 N86-27556 and magnetosphere parameters d Air Forces Central Europe, Ramstein AFB (West

Military requirements p 86 N83-22181 nacape Sciences, Inc., Senta Berbers, Calif.

A Computer-generated topographic display system for navigation and mission planning in helicopters

Analytical Methods, Inc., Bellevue, Wash.
Predicting aerodynamic characteristics of vortical flows on three-dimensional configurations using a surface-singularity panel method p.77 N84-12112 ANT Nachrichtentechnik, Backnang (West Germany). Narrowband spread spectrum sys

p 178 N85-19307 Antwerp Univ. (Belgium).
Sleep and wake physiology in weightlessness

p 233 N85-20763

p 44 N84-34418

p 6 N83-22133

p 152 N84-10205

p 140 N84-24623

ystem: Issues and p 42 N84-34403

p 128 N85-27910

p 109 N86-25374

p 109 N86-25376

p 182 N86-27538

N83-31062

p 199

p 221 N85-31819
pd Cryogenics and Materials Consultants. Now
itie, Del.

Basic cryogenics and materials o 133 N86-20417

nais and techniques for model ci p 133 N86-20418 Arete Associates, Inc., Encino, Calif. Lidar remote sensing of internal waves and optical

p 205 N84-15670 Arizone State Univ., Tempe. Boundary-layer transition: T-S waves and crossflow

bechanisms p 84 N86-15269

Laminar flow control with suction: Theory and xperiment p 84 N86-15269 Cooling techniques for gas turbine airfoils: A survey p 111 N86-29824

rizone Univ., Tucson.

Cavityless optical bistability in systems of two-level atoms p 237 N85-29764
Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference litters

p 237 N85-29765 Army Aeromedical Research Lab., Fort Rucker, Ala. Selected factors affecting aircrew performs ustained operations p 20 performance during p 238 N84-21074 Aeromedical support in military helicopter operations p 212 N84-26280

Micro-heads-up display for enhance p 223 N86-26809 goggle operations Aeromedical lessons learned with night vision devices

p 223 N86-26810
y Aviation Engineering Flight Activity, Edwards Rotorcraft icing technology: An update

p 29 N84-15084 ny Aviation Research and Develop ent Com

ffett Field, Calif.

Dynamic structural aeroelastic stability testing of the XV-15 tit rotor research arcraft p 12 N83-30376 rmy Avionics Research and Development Activity, Fort Monmouth, N. J. Electroluminescent displays

p 97 N83-30421 chitecture for Army p 56 N85-16812 helicopter avionic systems p 56 N85-16 Army Communications-Electronics Command. Fort mouth M.I

Propagation prediction usage in automated frequency ssignments based on cosite and remote system spectrum p 164 N83-30905 p 181 N86-27536 ibility of transionospheric signal variability of transcondspheric signal time del stitudes near solar minimum p. 181 N my Electronics Research and Development Command, Fort Belvoir, Va. Image intensifiers: Past and present

p 222 N86-26803

Army Materials and Mechanics Research Center

Atertown, Mass.
Characterization of cumulative damage in composites p 153 N84-10210 during service p 153
Current design requirements for corrosion p 38

p 151 N84-33479 Army Missile Command, Redstone Ar eker systems simulation, present capability and future technology p 142 N84-31254 my Missis Lab., Redstone Arsenal, Ala.

Stationary properties and switching characteristics of ispersive optical bistability in CuCl p 237 N85-29783 Cavityless optical bistability in systems of two-level p 237 N85-29764 ly Research and Technology Labe., Cle

Othio.

Summary of drive-train component technology in p 91 N85-23766 helicopters Transmission efficiency me p 91 N85-23766 ments and correlations with physical characteristics of the lubricant

p 93 N85-23781
Army Research and Technology Laba., Fort Eustis, Va.
Army helicopter crashworthness p 30 N84-15090

US Army helicopter operational flight loads

Army Research Inst. Field Unit, Fort Benning, Ga.
Military piot ergonomics p 228 N85-19655
Army Research Office, Research Triangle Park, N. C.
Chemical-mechanical interaction in neare. p 94 N85-23785

Army Sefety Center, Fort Rucker, Ala. Investigation, reporting and analysis of US Army aircraft Locuent p 28 N84-15077

Medical aspects of helicopter safety and rashworthiness pter safety and p 213 N84-26287

medical aspects of helicopter statety and crashworthmess p.213 N84-26287
Back pain in helicopter flight operations p.213 N84-26288
mold Engineering Development Center, Arnold Air Force Station, Tenn.

Fluid dynamic aspects of turbine engine testing

Flued dynamic amplifier (England).

Amood (P. F.), Farnham (England).

Operation and performance measurement on engines in sea-level test facilities: Introduction and general p 131 N84-25724 . Fleet, Norlolk, Va.

untic Fleet, Nortow, va.
US Navy corrosion control maintenance
p 38 N84-25619

mic Energy Research Establis nt. Harwell

Coatings for fuel economy or materials substitution N84-33477 Auxilec S.A., Colombus (France).

The 400 Hz generators evolution, effects on installation p 100 N84-12186 Avions Marcel Dassault, Saint-Cloud (France)

The high angle of attack behavior of a combat aircraft: Correlation between prediction and flight

p 10 N83-30367 Effects of integrated maintenance on the definitions of nboard equipments p 19 N84-12068 onboard equipments

Hydraulic generation of auxilliary power for the Mirage 000 aircraft p 99 N84-12176 Aeroelastic analysis and the identification of flight p 46 N85-15679

Problems of the integration of propellers in airframes. ngine aircraft p 73 N86-11165 especially for high performance twin-engine

Avions Marcel Dessault-Brequet Aviation, Istres

(France).
Flight testing and real time data processing for development and integration of weapon systems p. 43 N84-34415 on systems p 43 N84-34415

Avions Marcel Dassault-Breguet Aviation, Saint-Cloud (France).

Aeroelasticity and optimization at the design stage p 16 N84-11131 Combined visualization p 23 N84-15043

Connecting aircraft and external loads D 23 N84-15046 First level integrated maintenance in weapons p.25 N84-15054 systems

Methods for developing the navigation and weapon systems of the Mirage 2000 p 27 N84-15068 The MIRAGE 2000: Fly by wire control and safety

p 30 N84-15093 ve design of specifications for airborne software E) p 123 N85-26753 set (GISELE) The interactive generation of specifications for an onboard software series (GISELE) p 127 N85-27906

В

Ballistic Research Labs., Aberdeen Proving Ground,

Some aspects of the micromechanics of hot soot p 59 N85-17036 formation in energetic materials Brigian Air Force, Brussels.
Selection procedures for F-16 pilots in the Belgian Air

p 221 N85-31822 Force Treadmill spiroergometry in the selection and screening of high-performance combat aircraft pilots in the p 228 N86-30325

Bell Helicopter Co., Fort Worth, Yex. Integration of sensor fusion in advanced helicopter ockpit design p 57 N85-18813 cockpit design

The helicopter transmission design process

Bell Telephone Labs., Inc., Holmdel, N. J. Multipath outage performance of digital radio receivers using finite-tap adaptive equalizers p.170 N84-24955

Digital data communications over microwave radio p 173 N85-19272 Bell Telephone Labe., Inc., Murray HIII, N. J.

Prospects for parallel nonlinear optical signal processing using GaAs etalons and ZnS interference filters p 237 N85-29765

ergen Univ. (Norway).

Attention, performance, and sustained activation in military air traffic controllers p 209 N84-21076

Birmingham Univ. (England). ingham Univ. (England). A review of propagation and scattering factors in emote-sensing and ship-tracking by HF radar p 203 N84-15655 Bochum Univ. (West Germany).

Drag reduction due to boundary-layer control by combined blowing and suction p 52 N85-16785 rerk Geraetetechnik G.m.b.H., Ueberlingen Nest Germany).

An integrated AFCS for the "PROFILE" mode
p 19 N84-12069 Simulation: A tool for cost-effective systems design and live test reduction p 68 N85-26657 A description of the process of elaborating man-machine dialog in an aircraft equipped with cathode tubes. Roles and specifications of piloted simulation methods. p 69 N65-26658 eine Aerospace Co. Seattle, Wash. Automatic flight control modes for the AFTI/F-111 mission adaptive wing aircraft p 124 N85-26756 Boeing Co., Seattle, Wash. nic/Transonic Aerodynamic Interference to Subsonic/transonic Aerodynamic interterior Archard Introductory remarks p 20 N84-12073
Subsonic/transonic viscous interactions
p 20 N84-12075
Boeling Commercial Airplane Co., Seattle, Wash. Aerodynamic design for overall vehicle performance Interference problems in aircraft design
p 21 N84-12084 p 20 N84-12077 Requirements, applications, and results of strapdown nertial technology to commercial airplanes p 87 N84-25695 An extended real-time microwave airplane positi system p 44 NB4:34419

Boeing Military Airplane Development, Seattle, Wash.
Aeroelastic taloring of high-aspect-ratio composite
wings in the transonic regime p 15 NB4:11119 Aeroelastic tanoning of inight aspect and composine in the transonic regime p 15 N84-11119

Aerodynamic issues in the design of high-lift systems por transport aircraft p 52 N85-16780

Automatic flight control modes for the AFTI/F-111

Inission adaptive wing aircraft p 128 N85-27909 mission adaptive wing aircraft p 128 N85 Objectives and scope of the Working Group 07 p 82 N86-15257 p 83 N86-15265 Concluding remarks p 83 N86-15265

Boeing Military Airplane Development, Wichita, Kans.
Design and verification of electromagnetic compatibility

p 27 N84-15066 in airborne weapons systems p 27 N84-15086

Boeing Vertol Co., Philadelphia, Pa.

Special power train requirements for the next generation of rotary-wing aircraft oft, Beranek, and N p 92 N85-23769

r, and Newman, Inc., Cambridge, Mass e origins p 95 N85-2379 Gear noise origins
Bonn Univ. (West Germany). A study of ULF propagation at high southern latitudes

p 186 N86-27561 Equatorial transionospheric propagation condit

Equatorial transionosymens p. 173 N85-19275 affecting digital communications p. 173 N85-19275 F. layer irregularities at plasmapause and auroral p. 181 N86-27537 Brandels Univ., Waltham, Mass.

Influence of gravitoinertial force level on apparent magnitude of coriolis cross-coupled angular accelerations and motion sickness p 214 N85-20644 Breguet-Aviation, Seint Cloud (France).

Objectives in studying the maintainability of aircraft systems p 47 NB5-16732
British Aerospace Aircraft Group, Brough (England).
The integration of flight and engine control for VSTOL aircraft p 19 N84-12070 econdary power supplies for a small single engine p 99 N84-12175 ombat aircraft p 99 N84-12
Techniques for interbus communication in a multicombat aircraft avionic system
The accelerated light model technique of store separation as developed and used at British Aerospace.
Brough
P37 N84-23597 A modular dissimilar redundant computer designed for igh integrity control p 123 N85-26751 ACT flight research experience p 126 N85-27894 high integrity control
ACT flight research experience
British Aerospace Aircraft Group,

Kingston-upon-Thames (England).
The influence of V/STOL on wing design and tailplane design p 39 N84-25627 Ground based testing without wind tunnels

p 40 N84-25634 on special flight aspects, such as STO, ski-jump and ODM p 41 N84-25637 British Aerospace Aircraft Group, Preston (England).

Ground and flight testing on the fly-by-wire Jaguar equipped with a full time quadruplex digital integrated flight control system p 3 N83-22111 Aeroelastic considerations in preliminary design of a littery combat aircraft p.17 N84-11132 military combat aircraft Transonic configuration design (fighter) p 21 N84-12082

Engine-airtrame interference effects p 21 N84-12086 Optimization of engine power offtake by secondary ower system design p 99 N84-12177

The flight test of an automatic spin prevention system p 41 N84-34398

Experiences obtained from service fatigue monitoring p 45 N85-15672 Tornado Structural Usage Monitoring System p 46 N85-15680 An update on experience on the fly by wire Jaguar

An upgate on experience on the hy by whe Jaguar equipped with a full-time digital flight control system p 122 N85-26740 ritish Aerospace Aircraft Group, Stockport (England). Advanced fatigue monitoring on service arcraft p 45 N85-15671

Aerospace Aircraft Group, Warton (England).
ctical considerations in the introduction of Practical considerations in the in requirements analysis technique p
Lessons from Tornado atterbody develop velopment ρ 10 N83-30366

Comparison of flight loads measurements results and ediction for Tornado p 12 N83-30378 Layout considerations and types of V/STOL averaft p 40 N84-25629 Comparison of flight loads measure prediction for Tornado

tish Aerospace Aircraft Group, Weybridge

(England).

Aeroelastic design of civil transports at the project stage p15 N84-11120
Recent progress of development and understanding of high lift systems p50 N85-16772
British Aeroepace Aircraft Group, Woodford (England).

Design of a software maintenance facility for the RAF p.B. N83-22150 A semi-empirical unsteady results of the separation of the series of the seminary of the semin A semi-empirical unsteady transonic method with upersonic free stream p 64 N85-25179

New system design methodologies in the design of modern imaging missile systems stimulated by the introduction of VLSI development tools p. 192 N86-28367

British Aerospace Dynamics Group, Stevenage

(England).

MASCOT developments to improve software structure and integrity British Aerospace Public Ltd. Co., Brough (England).

ACT flight research experence p 122 N85-26741
A modular redundant computer designed for p 127 N85-27904 high integrity control

British Aerospace Public Ltd. Co., Godalming (England).

Modern flight instrument displays as a major military aviation flight safety weakness British Aerospace Public Ltd. Co., p 31 N84-15098

ston-upon-Thames (England) ual difficulties associated with future windscreen and

HUD integration British Aerospace Public Ltd. Co., Lancashire

Integrated powerplant control systems and potential enformance benefits p.18 N84-12063 performance benefits An update of experience on the fly by wire Jaguar equipped with a full-time digital flight control system p 125 N85-27893

Human factors: The Cinderella discipline in cockpit terface design p 225 N86-26825 interface design British Aerospace Public Ltd. Co., Preston (England). Integration of a new sensor on to an existing aircraft

p 14 N83-34901

Defect occurrences in the manufacture of large CFC structures and work associated with defects, damage and repair of CFC components p 155 N84-10223 pair of CFC components p CASCADE A design environment for future avionic stems p 25 N84-15057 A practical approach to the design of a new avionic p 25 N84-15058 Hardware-in-the-loop simulation techniques used in the development of the Sea Harrier avionic syste p 27 N84-15071

A dynamic approach to military avionics systems Aerodynamics of V/STOL aircraft. Performance A method of estimating aircraft attitude from fly by wire p 68 N85-26653 tight control system data p 68

British Airways, Middlesex (England).

Cost of corrosion for commercial aviation

p 39 N84-25624

British Antarctic Survey, Cambridge (England).

The variability and predictability of the main F-region trough determined using digital ionospheric sounder data.

British Army, Detmoid (West Germany). Stressful mission profiles, part 1 p 212 N84 26281 Stressful mission profiles, part 2 Workload and p 212 N84-26282

British Broadcasting Corp., Kingswood (England).
The prediction of field strength in the frequency of 30 - 1000 MHz p 172 N84-2 p 172 N84-249

British Library Lending Div., Boston Spa (England).
Automated document request and definitions. ent request and de the United Kingdom p 244

the United Kingdom
British Telecom International (England).
The potential of semiconductors for optical integrants
p 238 N85-2 British Telecom Research Labs., Inswich (England). titish Telecom Research
Propagation influences on the performance of a reduced
bandwidth quadrature phase shift keyed digital radio
p 173 N65-19274

British Telecommunications Research Ltd., Martlesham

Heath (England).

Overshoot interference on microwave radio links due to the co-existence of multipath fading and trans-horizon D 162 N83-30892 Long term cross-polar statistics at 12 and 14 GHz on a 30 deg slant-path p 163 N83-30899 Brown Boverl Research Center, Baden (Switzerland).

Vortex breakdown: A two-stage transition p 79 N84-12124 Experiences with the material bevaviour and high temperature low cycle latigue life prediction of the IN 738 blading alloy p 106 N85-15746

blading alloy p 106 NB5-1 Brown, Boyeri und Cie, A.G., Baden (Switzerland). Engine tests on a cooled gas turbine stage p 113 N86-29836

Brown, Bovert und Cie, A.G., Mannheim (West

Germany).

Mechanical aspects of high temperature coating N85-15749

Brunel Technical Coll., Bristol (England). Distortion of a narrow radio beam in a convective p 172 N84-24966

undesakademie fuer Wehrverwaltung und Wehrtechnik, Mannheim (West Germany). A life cycle model for avionic systems

n 8 N83-22146 undesamt fuer Wehrtechnik und Beschaffung,
Koblenz (West Germany).
Guidelines and criteria for the functional integration of

avionic systems with crew members in comman

p 23 N84-15044

Bundesgesundheitsamt, Neuherberg (West Germany). Evaluation of human exposures to low frequer

p 180 N85-27135 Bundesinstitut fuer Chemisch-Technische Untersuchgen, Swistfal-Heimerzheim (West

Sensitivity tests for solid propellants in German p 58 N85-17028
Ballistic/detonic transition of propellants

p 60 N85-17041 Bundesministerium der Verteidigung, Bonn (West

Germany).

Auxiliary power requirements. Their role performance p 98 N84-12169 Evaluation and control of laser hazards

p 214 N84-33016

Bureau of Mines, Washington, D. C.

New developments in Table 1 New developments in materials recycling by the US greau of Mines p 151 N84-33480 Bureau of Mines

C

California State Univ., Long Beach.

Problems and opportunities with three-dimensional boundary layers p 195 N85-25789

Celifornia Univ., Irvine.

Software testing in an Ada programming environment p 49 N85-16748
pen Advanced Technology Center, Buffalo, N.Y.

Flight control system design using robust output servers p 3 N83-22105 observers Heat-flux measurements and analysis for a rotating turbine stage p 113 Ne6-29838 Calapan Field Services, Inc., Arnold AFS, Tenn.

A review and an update of the FDP Specialists Meeting (London) on Wall Interference in Wind Tunnels

p 33 N84-23570
Test techniques for jet effects on lighter aircraft

Transonic nozzle-afterbody itom p 36 N84-23592 using a laser Doppler velocimeter p 36 N84-23592 ambridge Univ. (England). The development of unsteady boundary layers on the p 101 N84-16197 in gearbox The development or unsum, rotor of an axial-flow furbine ents in gearbox p 95 N85-23794 p 238 N85-29769 Multiport optical detectors p 238 N85-29769
The calculation of fully three dimensional flow through any type of turbomachine blade row

p 195 N85-32294 p 108 N86-25370

Aspects of small crack growth p 108 N86-25370

Cenadeir Ltd., Montreal (Quebec).

Companion of prediction, wind tunnel and flight test data for the Canadair Challenger turbotan aircraft p 10 N83-30365

CF-5 vertical stabilizer flight load survey p 46 N85-15673 TUTOR (CL-41A) tail flight load survey n 46 N85-15678

teton Univ., Ottawa (Ontario).

Development of modern turboprop engines
p.74 N86-11168

se Western Reserve Univ., Cleveland, Ohio Environment and receptivity p 194 N84-33760 Laminar flow control - viscous simulation ulation p 194 N84-33764

CEAM, Mont-de-Marson (France). hysical training of Mirage 2000 pilots

p 227 N86-30324 CEMUL, Lisbon (Portugal). ems regarding the practical evaluation of efficiency

of worm gears p 95 N85-2: entre d'Electronique de l'Armement, Bruz (Frai A simulator for studying helicopter weapons system p 57 N85-16816

Centre d'Essais Aeronautique Toulouse (France). Effect of flight sequences in complex load histories on crack front marking p 200 ft
Centre d'Essais en Vol, Bretigny-Air (France).

Thermal constraints in a helicopter during long duration flights under extreme climatic conditions

p 209 N84-21078 Centre d'Essais en Vol. Brettigny-sur-Orge (France).
The man-machine interface in new generation p 31 N84-15096 The man-macritime p 31 Nb4-1000 mmercial aircraft p 31 Nb4-1000 mmercial aircraft p 226 Nb6-30316 tolerance prediction factors

Centre d'Essais en Vol, Istres (France).

Aircraft operations from airfields unconventional characteristics with special Arcrant operations from aiments with special inconventional characteristics p 29 N84-15085. Real time flight test conduction and monitoring p 43 N84-34414

Centre d'Etudes Aerodynamiques et Thermic ers (France).

Oblique shock wave-turbulent boundary layer interaction in a porous wall with suction p.54 N85-16794 on a norous wall with suction on a purpos wan with suction p.54. N85-16794 N85-16794 N85-16794 N85-16794 N85-16794 N85-16794 N85-25785 p.194. N85-25785 Active control technology: Past, present, future

Active Control Technology (ACT) Past, present and prize N85-27884

Centre d'Etudes et de Recherches de Medecine

Aeroapatiale, Paris (France).
Sustained physical activity in diverse situations
Metabolic and hormone data p 209 N84-21077
Value of the tilt table in the exploration of circulatory nution p 211 N84-21095
Visual perception in systems management in errorautics Grasp of information by the pilot in future combat aircraft
Evaluation of helicopter helmet p 229 N85-19662 Sensitivity to color contrasts and the selection of navigator personnel p 227 N86-30318
Centre de Documentation de l'Armement, Paris

(France).

Advantages gained by the government from a coordination of detense-aerospace information.

Centre de Recherches du Bouchet, Vert de Petit

Study of the transition from deflagration to detonation Study of the transmon from denagration to detoration of previously fragmented propellants p.59 N85-17032 Numerical simulation of the shock detonation transmon p.60 N85-17039

Modelling the thermal explosion phenomenon in solid ropellants. The case of fixed and variable emperatures p 61 N85-17044 propellants

Centre de Recherches du Service de Sante des Armees, Clamart (France). Use of changes in electrical impedance in cardiology p 211 N84-21094 Visual function and the definition of thresholds for

ees, Lyons (France).

Armees, Lyons (France).

Variations in states of alertness during continuous operations at the control post level p 208 N84-21068.

Psycho-ergonomic problems presented by the protonged wearing of gas masks p 208 N84-21073 tentre de Recherches tietatiumgliques, Liege (Belglum).

Using recycled superalloys in precision casting n 159 N84-22488.

p 152 N84-33486

Centre National d'Études des Teleco lasy-les-Moulineaux (France). Multiple diffusion by hydrometeor ology: A numencal p 162 N83-30890 D-1 statistical model of tropospheric multipath ropagation p 168 N84-24944 Two types of errors made in prediction wave attenuation p 168 N84-24945 Effect of leap length on the qua ity of large capacity p 170 N84-24954 Measurements of propagation at 900 MHz in an urban zone for establishing a digital radiomobile system N85-19288

Centre National d'Etudes des Telecom

Theoretical study of a dynamic simulator of selective fading for digital, wireless beam microwave links p.176 N85-19294

Centre National d'Etudes Spatiales, Paris (France).
The ARIANE family p 235 N85-20774 The spot operational remote sense Current status and perspectives ing satellite system p 235 N85-20776

Centre National de la Recherche Scientifique, Grenoble (France).

Experimental study of unsteady turbulent boundary layers subject to mean pressure gradients of zero or positive p 144 N86-27234

Centre National de la Recherche Scientifique, raeilles (France).

Wing profile in stalled position subject to a flow of alternating potential and strong vortex p. 143 N86-27229

Centre National de la Recherche Scientifique, Orsay

Design concept and performance prediction technique for potential flows around advanced proper p 71 N86-11150

Unsteady viscous flow of an incompressible fluid around a profile: A comparison of theory and practice p 143 N86-27227

Centre National de la Recherche Scientifique, Paris (France) Postural adjustments associated with arm movements

p 220 N85-31813 Centre Principal d'Expertises Medicales du Personnel urtique, Paris (France)

Navigant de l'Aeronautique, Paris (F Main electrocardiographic abnormali examination of flying personnel p 210 N84-21083 Contribution of standard X-ray to cardiovascular exploration during the clinical examination of flying personnel p 210 N84-21088

Contribution of cardiac mechanograms in the expert xamination of flying personnel p 210 N84-21089 examination of flying personnel Exploration of arterial function using Doppler flow pautical and space p 211 N84-2109 determination. Application to aerona

Selection and medical testing of Mirage 2000 pilots eport of echocardiography p 226 N86-30314

Selection and medical testing of p. 226 N86-30314
Report of echocardiography p. 226 N86-30314
Centra Technique des industries Mecaniques, Senits
(France),
Software for designing teeth for reduction gears and p. 92 N85-23773

Difesa, Rome (Italy).

The Italian Defence Scientific Documentation Centre and p 239 N83-31534 CETA, Angouleme (France).

nal control for command to line of sight guided p 142 N84-31252

Civil Aviation Authority, London (England).

A UK NATS view of the air traffic management requirements in the next decade p 85 N83-22178 Fuel conservation and economy constraints D 86 NB3-22179

Fuel conservation Authority, Redhill (England).
The Civil Aircraft Airworthiness Data Recording p.28 N84-15079 unications Research Centre, Ottawa (Ontario).

Scale modeling and full scale measurement techniques with particular reference to antennas in their operational environments p 166 N84-12368 The Canadian programme of experimental measurement of sea-state characteristics by sky-wave rada

VHF and UHF propagation in the Cana enadian high Arctic p 172 N84-24969 E H F propagation measurements of 182 N86-27542 this in the Canadian High Arctic p 182 N86-27542 Processing requirements for radar digital beamforming p 190 N86-28357 EHF propagation measurements along satellite-Earth aths in the Canadian High Arctic p 182 N86-27542

nicetione Satellite Corp., Clerksburg, Md. mmunications Satellite Corp., Clarksburg, Md.
Fading statusics of C-band satellite signal during solar
laximum years (1978 - 1980) p. 163 N83-30900.
Calculation of ground wave attenuation over irregular,
homogeneous, layered media using PROGRAM
VAGNER p. 166 N84-12369.
Computer graphics techniques for arcraft EMC analysis
and design. p. 5. N84-15055. WAGNER

nd design p 25 N84-15055 hoordis Univ., Loyels Campus, Montreal (Quebec). Numerical modeling methods for predicting antenna enformance on arcraft p 186 N84-12375 highlight Nazionalis dalla Richarchia.

Numerical modelling measure performance on arcraft performance perform

Consiglio Nazionale delle Ricerche, Rome (Italy). On line information The Italian situation

Cornell Univ., Ithaca. N.Y. p 79 N84-12122

Vortex stability and breakdown p 79 N84-1 Costruzioni Aeronautiche Giovanni Agusta S.p.A., Gallerate (Halv). Advanced ND techniques for composite

Inuctures p.154. N84-10216
infield inst. of Tech., Bedford (England).
Experimental methods in light for the measurement of intro characteristics. structures

On the generation and subsequent development of spiral vortex flow over a swept-back wing p 76 N84-1.
The effects of wing tip devices on the performance the BAe Jetstream p 80 N84-12130
The effect of wing tip devices on the far-field wake of p 80 N84-12131
description and prediction
nal flows a Paris Aircraft ree-dimensional flows
Large scale computing in aeronautical design
p.91 N85-10043 nensional flows On the aerodynamics of installed prope

pellers p71 N86-11154 uzet Aerospace and Systems, Valence (France). Anemobarometric systems for next generation account

Automatic recognition of speech in military aircraft p.166 N83-34186

Recent methods for calibrating the anemometry of elicopters at low speeds p.56 N85-16809 helicopters at low speeds p
Dependable avionic data transmission

p 129 N86-20405 A mission navigation and control icopters CyberCom Corp., Arlington, Va.

nunications through forested propagation p 174 N85-19280

D

D-Peek, Inc., Boulder, Colo.

Effects of atmospheric turbulence on optical p 171 N84-24961 Danish Defence Commend, Copenhagen.

Handling of hydrazine in the Royal Danish Air Force

p 213 N84-33014

Danish Defence Command, Vedback.

omedical support of helicopter medical evacuation p 213 N84-26289 Physical training and G tolerance p 221 N85-31824

ish Research Center for Applied Electronics.

Programments of high latitude meteor scatter propagation parameters over the 45 - 104 MHz band p 186 N86-27565

Dartmouth Coll., Hanover, N.H. Fundamental limitations caused by RF propagation p 160 N83-30874

Dassault-Breguet Aviation, St. Cloud (France). Calculation of unsteady transonic flo

Descutt (E. M.) Co., St. Cloud (France).
Certifying onboard software: A total progressive p 141 N84-24625 approach

Dayton Univ., Ohio. solution of the Navier-Stokes equations for

3-D internal flows. An emerging capability p 196 N85-32300 De Havilland Aircraft Co. of Canada Ltd., Downsview

Aeroelastic design considerations for owerplant installations p 15

owerplant installations pwerplant installations pwerplant installations p 52 NB5-16781 p 52 NB5-16781 p 15 NB4-11123 Performance evaluation of full scale propellers by wind p 72 N86-11160

ter and airframe p 73 N86-11164 Some considerations in propeller integration efence and Civil Inst. of Environmental Medicine, Downsview (Ontario).

The effects of sleep loss and sustained mental work implications for command and control performance

p 208 N84-21069 An unusual toxicological property of alcohol: The density ffect on the organ of balance p 214 N84-33016 Preflight and postflight motion sickness testing of the pacelab 1 crew p 216 N85-20652 Canadian forces approach to aircrew medical p.225 N86-30311

fence Centre for Leadership, Copenhagen (Denmark).

ual model of critical requirements for effective pilot performance in high performance aircraft

Defence Research Establishment, Ottawa. (Ontario).

A high performance chip set implementation of a finite impulse response filter p 189 N86-28351

boundaries in a single stage transomic compressor p 103 N84-16206 Wear reduction by lubricants in confined contacts p 94 N85-23786

Defence Research Establishment Pacific, Victoria	Generation of two-dimensional gust fields in subsonic	The lock-on-before-launch weapon delivery and
(British Columbia). Corrosion research in support of Canadian forces	wind-tunnels p 146 N86-27247 Identification of aircraft characteristics including gust	display/control consideration p 25 NB4-15056 Turbulent diffuser flow studies related to the design of
aurcraft p 39 N84-25622	induced dynamic effects p 148 N86-27263	the ETW diffuser p 33 N84-23572
Defence Research information Centre, Orpington (England).	The boundary layer behaviour of an advanced gas turbine rotor blade under the influence of simulated film	Docking mechanism for in-orbit assembly and spacecraft
The application of management techniques to defence	cooling p 117 N86-29862	servicing p 139 N84-24614 Attitude control on large flexible spacecraft
and other information services: The British approach	Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt, Cologne (West Germany).	p 140 N84-24620
p 243 N84-21433 Defense Advanced Research Projects Agency.	Thermal cycling tests on materials and components for	Determination of external store drag
Arlington, Va.	space applications p 137 N83-30496	p 41 N84-34397 The ESA remote sensing satellite system (ERS-1)
Electro-optic techniques for VLSI interconnect p 239 N85-29774	Flow measurements in the stator row of a single-stage transonic axial-flow compressor with controlled diffusion	p 235 N85-20777
Defense Communications Agency, Washington, D.C.	stator blades p 103 N84-16209	A modern approach of a synthetic aperture radar
Integrated support of tactical operations by satellite	Circadian rhythms and sustained operations p 207 N84-21067	processor and its technological aspects p 235 N85-20778
communications p 232 N85-20754 Department of Energy, Oak Ridge, Tenn.	New analysis aspects of the fatigue crack propagation	OLGA: An open loop gust alleviation system
Management of aerospace contract documentation by	behavior by SEM in situ microscopy p 201 N85-24335	p 126 N85-27897 Investigations of modern general aviation propellers
industry and government p 243 N84-21434	The Kryo-Kanal-Koeln (KKK) project: Description of tunnel conversion, insulation, controls, instrumentation,	p 73 N86-11162
Department of National Defence, Ottawa (Ontario). Development of a Helicopter integrated navigation	operational expenence and first preliminary test results	Wind tunnel and flight test analysis and evaluation of
system p 55 N85-16802	p 134 N86-20426 Effects of hole geometry, wall curvature and pressure	the buffet phenomena for the aipha jet transonic wing p 145 N86-27239
Department of the Air Force, Washington, D.C.	gradient on film cooling downstream of a single row	High speed digital image processing functions for a
A review of fatality, impairment of consciousness, and head/neck injury on USAF ejections 1971 - July 1983	p 112 N86-29831	reaftime synthetic aperture radar processor p 189 N86-28355
p 217 N85-21974	Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Goettingen (West Germany).	Dornier-Werke G.m.b.H., Munich (West Germany).
Department of the Air Force, Wright-Patterson AFB,	The vortex skeleton model for three-dimensional steady	Prediction of condensation onset and growth in the
Ohio. Implications of guidance and control technology on	flows p 76 N84-12101 Separation and vortical-type flow around a prolate	European Transonic Wind Tunnel (ETW) p 34 N84-23578
human factors considerations p 228 N85-19656	spheroid: Evaluation of relevant parameters	Expenence in engine face, non-steady, flow
Department of the Army, Washington, D. C.	p 77 N84-12113	measurements through a side and bottom engine air inlet duct p 37 N84-23600
Overview of frequency sharing p 160 N83-30876 Department of the Navy, Washington, D. C.	The new calibration tank for engine simulators at DFVLR Goettingen p 36 N84-23593	OLGA: An open loop gust alleviation
A review of neck injury and impaired consciousness	Transonic pressure distributions on a two-dimensional	p 122 N85-26744
associated with US Navy ejections 1 January 1969 - 31 December 1979 p.217 N85-21973	0012 and supercritical MBB-A3 profile oscillating in heave and pitch p 63 N85-25173	Douglas Aircraft Co., Inc., Long Beach, Calif. The development of FAST-FLOW (a program for flutter
December 1979 p 217 N85-21973 Department of Trade and Industry, London (England).	Three-dimensional boundary layers: A report on work	optimization to satisfy multiple flutter requirements)
Dissemination of data and information	in Germany p 195 N85-25786	p 15 N84-11124
p 242 N84-17066	Aeroacoustic wind tunnel measurements on propeller noise p 74 N86-11169	Nonadiabatic model wall effects on transonic airfoil performance in a cryogenic wind tunnel
Data organisations and their management p 242 N84-17069	Transonic drag rise and drag reduction by active/passive	p 34 N84-23579
VHPIC and the UK Alvey Programme	boundary layer control p 85 N86-15275 Unsteady boundary-layer separation on airfoils	Problems and opportunities with three-dimensional boundary layers p 195 N85-25789
p 187 N86-28339	performing large-amplitude oscillations. Dynamic stall	Dow Chemical Co., Midland, Mich.
Detroit Diesel Allison, Indianapolis, Ind. Alternate cooling configurations for gas turbine	p 144 N86-27231	Sources generating and reporting numerical and factual
combustion systems p 114 N86-29845	Standard dynamics model experiments with the DFVLR/AVA transonic derivative balance	data p 241 N84-17062 The evaluation/validation process. Data from disciplines
Deutsche Bundespost, Darmstadt (West Germany). Wideband line-of-sight channel measurements and	p 145 N86-27245	resting on good theoretical foundations
simulation: Application to digital radio links	Aerodynamic effect of coolant ejection in the rear part of transonic rotor blades p 117 N86-29861	p 242 N84-17065 Dowty and Smith Industries Controls Ltd., Cheltenham
p 174 N85-19283 Deutsche Forschungs- und Versuchsanstalt füer Lutt-	Deutsche Forschunge- und Versuchsanstalt fuer Luft-	(England).
und Raumfahrt, Berlin (West Germany).	und Raumfahrt, Oberpfaffenhofen (West Germany).	Full authority digital electronic engine controls and their
Definition, sources and lowest possible levels of	Systematic computer aided control design p.1 N83-22097	integration with flight control systems in VSTOL aircraft p.18 N84-12064
wind-tunnel turbulence p 34 N84-23576 Deutsche Forschungs- und Versuchsenstalt füer Luft-	Systematic computer aided control design	Dowty Electronics Ltd., London (England).
und Raumfahrt, Brunswick (West Germany).	p 120 N84-10100 Low authority control of flexible spacecraft via numerical	Building in integrity to a higher order language p.3 N83-22107
Investigations on four-dimensional guidance in the TMA p.87 N83-22187	optimization p 140 N84-24621	Automating the testing of software p 28 N84-15074
Correlation aspects of analytical, wind tunnel and flight	Deutsche Forschunge- und Versuchsanstalt fuer Luft-	Experience of one UK electronic equipment supplier with
test results for a hingeless rotor helicopter	und Raumfahrt, Porz (West Germany). The cryogenic wind tunnel Cologne	bite on engine/flight control systems over the past ten years p 48 N85-16738
p 11 N83 30373 Correlation aspects in the identification of dynamic	p 32 N84-23568	The effect on software design of testing by symbolic
effects using complementary techniques flight in	Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Stuttgart (West Germany).	execution p 49 N85-16750 Dowty Rotol Ltd., Gloucester (England).
furbulence Gust alleviation p 11 N83-30374	Behavior of idealized discontinuities and impact	Aerodynamic and structural aspects of propeller and
Mathematical modelling and theoretical methods for the aerodynamic behaviour of control devices	damages in CFRP under fatigue loading	drive for a 1/5 scale wind tunnel programme
p 118 N84-10085	p 154 N84-10214 Towards a cycle without loss: Cobalt in the aircraft	p 73 N86-11163 Draper (Charles Stark) Lab., Inc., Cambridge, Mass.
Monitoring of defect progression by acoustic emission p 153 N84-10206	industry p 149 N84-33469	Verification and validation techniques applied to the
Growth of delaminations under fatigue loading	Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Wesseling (West Germany).	reconfigurable block SD satellite software p 141 N84-24626
p 153 N84-10208 A diagnosis scheme for sensors of a flight control system	Sensory feedback structures in robotics	Advances in strapdown inertial systems: Introduction
using analytic redundancy p 19 N84-12067	p 198 N86-19633	and overview p 87 N84-25692
Propeller and rotor noise testing in aeroacoustic wind	Deutsche Versuchsanstalt fuer Luft- und Raumfahrt, Cologne (West Germany).	Modular strapdown guidance unit with embedded microprocessors p 88 N84-25697
tunnels p 35 N84-23583 In-flight accuracy and coverage tests of ESM- and	Evaluation of Results of Space Experiments in	Drexel Univ., Philadelphia, Pa.
ECM-systems p 43 N84-34412	Physiology and Medicine and Informal Briefings by the F-16 Medical Working Group p 218 N85-31806	Fracture mechanics of sublaminate cracks in composite laminates p 154 N84-10218
General Integrated Multipurpose Inflight Calibration	Experience of science astronaut on the Spacelab-1	Duisburg Univ. (West Germany).
System (GIMICS) p 44 N84-34420 Flight research on visual aids and navigation equipment	mission p 218 N85-31807	Data stimulated on-line-checking (IROLD)
for helicopter low-level flight at night p 58 N85-16820	Biostack experiments on STS-flights and the impact for man in space p 221 N85-31821	p 50 N85-16754 Durham Univ. (England).
Dynamic wind tunnel testing for active control research p 61 N85-22352	Directorate of Radio Technology, London (England).	Secondary flows and losses in a turbine cascade
Guidance and control research flight testing with HFB	Radio regulatory aspects of frequency sharing p 160 N83-30877	p 102 N84-16203 Factors affecting the supply of strategic raw materials
320 test aircraft p 62 N85-22355	Propagation data for VHF planning in the UK are:	with particular reference to the aerospace manufacturing
Avionics Flight Evaluation System (AFES) p 62 N85-22357	p 164 N83-30903	industry p 149 N84-33467
Wind modelling for increased aircraft operational	Dokumentationszentrum der Bundeswehr, Bonn (West	Dutch Post Office, Dr. Neher Lab., Leidschendern. The impact of propagation effects on the design of high
efficiency p. 68 N85-26652 Aspects of application of ACT systems for pilot workload	Germany). Organizational structure and operation of defence and	capacity digital microwave links in the 18 GHz frequency
alleviation p 121 N85-26734	aerospace information centers in the Federal Republic of	band p 174 N85-19278
Aspects of application of ACT systems for pilot workload	Germany p 239 N83-31532	E
alleviation p 125 N85-27887 Mission requirements and handling qualities	Domier-Werke G.m.b.H., Friedrichehaten (West Germany).	5
p 70 N85-28918	Ground/flight correlation on the Alpha-Jet experimental	Ecole Centrale de Lyon (France).
A unified approach for the aerodynamics and acoustics	aircraft with a transonic wing. A comparison between wind	Experimental and theoretical studies of panetal viscous

aircraft with a transoriic wing. A comparison between wind tunnel and flight results for serodynamic performance p.9 N83-30361

Numerical solutions of the Euler equations simulating vortex flows around wings p 78 N84-12120

A unified approach for the aerodynamics and acoustics of propellers in forward motion p.7.1 N86-11155 Full-scale flight and model-scale wind tunnel tests on the nearheld noise characteristics of aircraft propellers p.7.4 N86-11172

Theory and experimental study of a 3-D jet introduced into the secondary flow of a turbine inlet guide vane p.116 NG6-29860

Ecole des Mines, Paris (France). The effect of recycling on cast structures and the internal character of IN100 alloy: A laboratory study p. 152 N84:33485

Ecole Royale Militaire, Brussels (Belgium).

Aero/thermodynamic and acoustic considerations in the design of test-beds for turbojets and turbofans p 131 N84-25725

burgh Univ. (Scotland). in test and self repair mechanisms in a digital rrelator integrated circuit grated circuit p.48 N85-16741 he Technische Hochschule, Zurich

itzerland). Sensitivity of human lymphocytes to microgravity p 221 N85-31820 ique Serge Dassault, St. Cloud (France).

Towards a ventable supervisor program for avionics oftware p.4. N83-22116
DLAO A support system for defining avionics oftware p 5 N8: IDA Software test language and related tools N83-22119

p 7 N83-22137 Towards a modularity of software conceived for the requirement of the user p 22 N84-15040 Dependable avionic data transmission

p 129 N86-20405 VLSI control structures p 188 N86-28348 ctronits-System G.m.b.H., Munich (West Germany). CADAS A computer aided design tool for avionic p 27 N84-15065 An integrated approach toward recognizing, locating and combating targets from a modern interceptor aircraft p 192 N86-28370

Elmer, Rome (Italy). communication for military h ry nelicopters using p 56 N85-16807 the NVIS mode

Engins Matra, Toulouse (France). The role of onboard intelligence and of orbital servicing in the increase of satellite lifetime p 138 N84-24605 invironmental Research Inst. of Michigan, Ann Arbor.

information analysis centres and services p 240 N83-31538 Erlangen-Nuremberg Univ. (West Germany). The prospects of the digital optical computer

p 238 N85-29771 Erno Raumfahrttechnik G.m.b.H., Bremen (West Germany).

Control aspects as elaborated in space rendezvous simulations p 139 ESDU International Ltd., London (England). NB4-24616

The evaluation/validation process Practical considerations and methodology for the evaluation of p 241 N84-17064 phenomenological data p 241 N84-17064

Essex Corp., Orlando, Fla.

Simulator sickness Reaction to a transformed

perceptual world 6 Preliminary site surv e survevs p 216 N85-20653

Essex Univ., Colchester (England). Bistatic radar reflectivities in the range 11-30 GHz

p 162 N83-30891 Propagation constraints in the millimetre wavebands due o precipitation scattering p 163 N83-30894 to precipitation scattering p 163 N83-30894

Eurocontrol Agency, Brussels (Belgium).

Dynamic control of inbound flights for minimum cost

operation p 86 N83-22186
European Organisation for the Safety of Air

Navigation, Brussells (Belgium).

A cost-efficient control procedure for the benefit of all pace users p 67 N85-2665 pean Space Agency. Centre Spatial de Toulouse

rance). The European Space Agency's Earth observation stellite programmes p 202 N84-15647

rand Optical Co., Inc., Valhalla, N.Y. The wide field helmet mounted display

p 89 N86-26322 nistration, Des Plaines, III.

Establishment and maintenance of certification standards for helicopter and turboprop power transmissing power transmission p 95 N85-23796 Federal Avietion Administration, Washington, D.C.

Overview of United States program for modernizing all traffic control and arway facilities p 86 N83-2218.

Federal Communications Commission, Washington, D. m for modernizing air p 86 N83-22184

Interference and sharing at medium frequency. Skywave propagation considerations p 161 N83-30880 Federal Ministry for Defence, Bonn (West Germany). Integration of fire, flight and propulsion control systems view, retrospective and prospective

p 17 N84-12057 Ferranti Computer Systems Ltd., Gwent (England). nent using MASCOT design and develop p.6 NB3-22127

Implementing high quality software p 7 N83-22141 Ferranti Defence Systems Ltd., Edinburgh (Scotland Low cost two gimbal inertial platform and its systematics) p 69 N85-26661 Automation and pilot interactions in night or all-weather intical operations p 88 N86-26319 tactical operations

Bipolar VLSI technology
Ferranti Electronics Ltd., Poynton (England).

Tactical SHF SATCOM station

(MANSAT) p 233 N85-20759

Ferranti Ltd., Edinburgh (Scotland).

Advances in airborne radar. The new capab

p 13 N83-34894 Some aspects of flight trajectory control in future avionic systems for combat aircraft p 19 N84-12066 Current work on high-grade space gyros at Ferranti in the UK p 138 N84-24609
A practical example of reducing life cycle costs and increased availability p 48 N85-16736 Automatic briefing and mission management systems for battlefield support Flat Aviazione S.p.A., Turin (Italy). p 55 N85-16799

tal Aviazione S.p.A., Turin (Italy).
Possible lechnological answers to new design requirements for power transmission systems
p. 93 N85-23779
Evolution of the design techniques for helicopter main transmission gearboxes p. 94 N85-23789

Evolution of the design.

Flat Research Center, Orbassano, Turin (Italy).

Small defect characterization in powder metallurgy
p 109 N86-25373

Two decades of air carrier jet operation

p 28 N84-15080 Florence Univ. (Italy).

Effect of multiple scattering on the propagation of light eams in dense nonhomogeneous media. beams in dense nonhomoge p 171 N84-24959

Fluidyne Engineering Corp., Minneapolis, Minn. A self-contained captive trajectory system for a lowdown wind tunnel p 36 N84-23596 blowdown wind tunnel p 36
Ford Aerospace and Communications Corp.,

Sunnyvale, Calif. Combat capable space systems for tactical support

p 235 N8 Forschungsinstitut der Deutschen Bundespost, Darmstadt (West Germany).

Observations with an ionosonde in Northern Germ near the mid-latitude trough p 183 N86-27: Freie Univ., Bertin (West Germany). p 183 N86-27548

Cardiovascular research in space Problems and p 220 N85-31817 French Air Force, Paris.

Statistics of french Armee de l'air ejections 1970 p 217 N85-21971 The clinical and radiological assi injury, Annex A

G

GEC-Marconi Electronics Ltd., Chelmstord (England).

Measurements and predictions of multipath dispersion for troposcatter links p 175 N85-19289 v troposcatter links
Ionospheric Modelling and HF radio systems at high
p 183 N86-27543 latitudes p 183 N86-27543
EC Turbine Generators Ltd., Whetstone (England).

Practical implications of the use of aluminide coatings Practical implications of the use of aluminide costings for the corrosion profection of superalloys in gas turbines p. 150 N84-33476 General Dynamics/Convair, San Diego, Calif.

Design of advanced technology maneuvering aircraft modals for the National Transonic Facility p. 36 N84-23590 General Dynamics Comp. Each Modal. Tax.

General Dynamics Corp., Fort Worth, Tex.
Avionic software design
The impact of standardzation on avionic software
p 5 N83-22122
p 5 N83-22122

The engineering significance of defects in composit ructures p 155 N84-10222
System architecture: Key to future avionics apabilities future avionics p 22 N84-15035

A video bus for weapon system integration p 24 N84-15051 Integration of ICNIA into advanced high performance p 26 N84-15058 fighter aircraft phter aircrair
Color display technology in advanced fighter cockpits
p. 26 N84-15061
Lessons learned in the development of the F-16 flight
ontrol system p. 30 N84-15082

control system F-16 force management, yesterday Application of AFT:/F-16 task-tailored control mod advanced multirole fighters p 121 N85-267 Application of AFTI/F-16 task-tailored control moder p 121 N85-26735 novanced multirole lighters p 125 N85-27888 neral Electric Co., Binghamton, N.Y.

neral Electric Co., Binghamton, N.Y.
The state-of-the-art and future of flight control ystems p 121 N85-26732
The state-of-the-art and future of flight control ystems p 124 N85-2785

General Electric Co., Cincinnati, Ohio

Gas turbine engine design considerations as related to alloys of high critical element content p 150 N84-33470

General Electric Co., Lynn, Mass. A state of the art assessment o

essment of turbonrop transmission

General Electric Co., Schenectady, N. Y.

Extraction and compilation of the property of the pr Progress toward a coordinated system of databases

covering the engineering properties of materials p 242 N84-17068
prel Electric Co., Syracuse, N.Y.
Extraterrestrial reading to the control of the

Extraterrestrial radio noise and its effect on radar reformance p 204 N84-15662
Propagation effects on the Doppier frequency shift of atellite transmissions p 173 N85-19276 performance satellite transmissions General Motors Corp., Warren, Mich.

Land vehicle corrosion management

p 157 N85-33246 George Mason Univ., Fairfax, Va.

Applying Al to the diagnosis of complex system failures p 198 N86-19635 German Air Force, Fuerstenfeldbruk (West Germany). Hearing loss associated with helicopter flight

p 212 N84-26285 List of head/neck injury on ejection in the German Armed Forces from 1972-1981 p 217 N85-21972 Head/neck injury Post mortem procedures, Annex B

P 218 N85-21977

German Army, Bueckburg (West Germany).

Disorientation in helicopter flight p 212 N84-26284

German Army Aviation School, Bueckeburg (West

Germany).

Operational experiences with hight vision goggles in helicopter low-level flight at hight p 222 N86-26805 helicopter low-level fligh Grenoble Univ. (France).

Waves on vortex cores and their relation to

Grumman Aerospace Corp., Bethpage, N.Y.
X-29A digital flight control system design
p 121 N85-26736

Grumman Aerospace Corp., Calverton, N.Y. Real time testing. The next generation p 43 N84-34416

mman Aircraft Engineering Corp., Bethpage, N. Y. X-29 digital flight control system design p 125 N85-27889

nan Data Systems Corp., Calverton, N.Y. Application of advanced parameter identification methods for flight flutter data analysis with comparisons

GTE Labs., Inc., Waltham, Mass. Diversity reception of COMSTAR 19/29 GHz satellite eacons in convective rain climate of Florida, 1978 - 981 p 163 N83-30897

н

Hamburg Univ. (West Germany).

Particular problems of airworthiness from an p 223 N86-26812 New glasses for presbyopic pilots

p 223 N86-26814 milton Standard, Windsor Locks, Conn.
The state of the art in propfan turboprop noise

p 75 N86-11175 Harris Government Aerospace Systems Div.,

ourne, Fla. Applications of digital terrain data in flight operations

Harvard-Smitheonian Center for Astrophysics, Cambridge, Mass. Introduction to coding for HF communications

p 159 N83-30866 HF propagation measurements for Real-Time Channel Evaluation (RTCE) systems p 159 N83-30871 Hellenic Air Force Technology Research Center,

thens (Greece).
Modelling of the vortex-airfoil interaction

p 148 N86-27262 nic Navy Technology Develop nent Office, Athens (Greece).

Propagation of wide bandwidth signals in a tropos ducting system Heriot-Watt Univ., Edinburgh (Scotland).

Optically bistable devices using InSb p 236 N85-29758

Optical bistability in Cd(x)Hg(1-x)Te p 236 N85-29760

Optical modulators and bistable devices using molecular p 237 N85-29761 All-optical logic gates with external switching by laser and incoherent radiation p 237 N85-29766 chule der Bundeswehr, My nich (West Germany).

Honeywell, Inc., Minneapolls, Minn.

interaction of antennas with masts under special consideration of the sensitivity and nonlinear effects ship borne receiving systems p 167 N84-123 p 167 N84-12371 Design of transonic compressor cascades for minimal hock losses and comparison with test results p 101 N84-16192

Honeywell, Inc., Minneapolis, Minn.
Performance and robustness aspects of digital control
p 120 N84-10986 Characterization of uncertainty for large space structure potrol problems p 140 N84-24619 control problems p 140 N84-24619 Honeywell Systems and Research Center, Minneapolle,

linn. Introduction to Lecture Series No. 143 Fault tolerant nardware/software architectures for flight functions p 128 NE NRR.20400 Multi-computer fault tolerant systems using Ada p 129 N86-20406

Design validation of fly-by-wire flight control systems p 130 N86-20409

Hopital d'Instruction des Armees, Paris (France). Ventricular pre-excitation syndromes

p 210 N84-21084 Echocardiography in the expert examination of flying ersonnel p 211 N84-21090

Exploration of arterial function using Doppler flow determination. Application to aeronautical and space medicine p 211 N84-21091

The contribution of nuclear medicine to cardiology p 211 N84-21092

The vertebral column: Selection and aptitude of combat aircraft pilots of the future p 227 N86-30322 Hopital d'Instruction des Armees, Versalles (France). The exercise electrocardiogram p 210 N84-21085 p 210 N84-21085

Continuous ECG monitoring by the Holter method p 210 N84-21086
The Hotter method in aeronautical medicine

Continuous ECG monitoring of Mirage 2000 pilots (comparison with Mirage 3 and F1 pilots)

P 226 N86-31

Hughes Aircraft Co., Canoga Park, Calif.

Potential impact of VLSI technologies on guided m p 191 N86-28362
hes Aircraft Co., El Segundo, Calif.
An approach to attitude control maneuvers which helps Hugh

p 140 N84-24618 n orbit inclination High leverage GaAs integrated circuits for military

High leverage GaAs integrated circuits for military systems p 187 N86-28343 Hulburt (E. O.) Center for Space Research, Washington, D.C.

The application of real-time model update by oblique ionospheric sounders to frequency sharing p 161 N83-39883

The development of an ionosphenic model thesaurus and user's guide p. 161 N83-30884. Determination of propagation limitations at HF by real-time update of a computer model from oblique sounder. p 204 N84-15660

On the utilization of ionospheric diagnostics in the single-site location of HF emitters P 204 N84-15661

Hull Univ. (England).

Local and mean heat transfer on the leading and trailing surfaces of a square-sectioned duct rotating in the orthogonal-mode p 111 N Hydraulic Research Textron, Washington, D.C.

Technical evaluation report on the Guidance and Control Panel 35th Symposium on Advances in Guidance and

Control Systems | AGARD-AR-1951 p 118 N83-34956 ı

d Kingdom Labe. Ltd., Winchester, (England). CRT install and secure stations for the generic monitor p 198 N86-19632

line **Univ., Urbana.** Remote sensing of atmospheric pressure and sea state from satellites using short-pulse multicolor laser altimeters p 206 N84-15674

Hinois Univ., Urbana-Champaign.
The effect of turbulent atmosphere on backscattered Analysis of Deflagration to Shock to Detonation Transition (DSDT) in porous energetic solid propella

The multiple resources model of human performance implications for display design p 230 N85-19689 negetal Coll. of Science and Technology, London (England).

ngland). Instabilities in trailing vortices. Flow visualization usin instances in training vortices. Flow visualization using hot-were aneimometry p.76. N84-12103. Helicopter transmission lubricants. p. 91. N85-23768. The characteristics of surface roughness important to gear and rolling beaming problems. p. 93. N85-23782 imperial Metal Industriee Ltd., Kidderminater.

The vulnerability of cast double base rocket motors to nermomechanical attack p 59 N85-17033 p 59 N85-17033

Wacuum recycling effect on minor elements

Vacuum (ecycing effect of minor emembris in superalloys superalloys p 151 N84-33481 disetriseniagen-Betriebegesellechaft m.b.M., Ottobrunn (West Germanty).

Operational loads data evaluation for individual arcraft fatigue monitoring p 45 N85-15669 Air combat simulation Methods, models, trends p 62 N85-22359 Generation of marker lines on fatigue fracture

Generation of marker lines on fatigue fracture urfaces p 200 N85
Crack propagation under constant and variable NB5-24328 amplitudes: A companson of calculations based on the Striation spacing and tests p 201 N85-24336

Fracture mechanics and LCF-properties of engine discs of Ti 6Al-4V, Inconel 718 and Udimet 700 P/M-HIP p 110 N86-25378

inspectorate international S.A., Neuchatel (Switzerland).

Load carrying capacity of double circular arc gears

p 92 N85-23776
Institut Aerotechnique de Saint-Cyr, Saint-Cyr-l'Ecole

(France).

Producing a cryogenic gust in an Eiffel type atmost wind tunnel with short gust p 33 N84-2

titut de Genie Logiciel, Paris (France). The quality of avionics software Sp p 7 NB3-22142 evaluation

stitut de Mathematiques Appliquees de Grenoble

Design of self-checking N-MOS (H-MOS) integrated p 48 N85-16742 Institut de Mecanique des Fluides de Lille (France).

Aspects of correlation in the identification of dynamic effects from complimentary techniques. Evolution at high p 11 N83-30375

Recent developments in techniques for dynamic simulation for the identification of stability parameters p 146 N86-27246

institut de Mecanique des Fluides de Marseille

(France).
Study of the 3D wake of an aerial propelle p 72 N86-11161

natitut fuer Chemie der Treib- und Explosivstoffe, Pfinztal (West Germany). Determination of the decomposition behavior of double base propellants at low temperatures

n 61 N85-17045 Institut fuer Rundfunktechnik, Munich (West Germany). Graphic and visual presentation of aerospace date

p 243 N84-21431 Institut fuer Wehrmedizin und Hygiene, Kobienz (West

Germany).

Sustained military operations with particular reference to prolonged exercise p 210 N84-21 stitut National des Sciences Appliquees de Lyon, Villeurbanne (France).

Significant parameters of the behavior and of the surface age of the lubricated Hertzian contact. An application

to gears p 94 N85-23783 Institute for Perception RVO-TNO, Soesterberg

Some issues in research on effects of sustained and sleep loss on performance p 208 N84-2 Prediction of seasickness susceptibility

p 215 N85-20647 Institute for Telecommunication Sciences, Boulder,

Some propagational aspects of frequency allocation and equency sharing p 160 N83-30875 frequency sharing p 160 N83-30875
A computational model for multiple kinfe-edge diffraction p 162 N83-30886 Gain patterns of microwave common carner antennas

p 165 N83-30909 A review of atmospheric multipath measurements and p 174 N85-19279 LOS microwave channel simulation: A survey of models.

p 176 N85-19291 realizations and new concepts Institute of Aviation Medicine, Farnborough (England). A double blind comparative trial of powdered ginger root. ne hydrobromide, and cinnarizine in the prophylaxis motion sickness induced by cross coupled stimulation

The current status of the RAF programme of ensensitisation for motion, suck aircrew p 217 N85-20658

stitute of Aviation Medicine, Fuerstenfeldbruck (West Germany).

Psychological components in the development and prevention of air sickness p 217 N85-20659

Institute Superior Tecnico, Lisbon (Portugal).

Computation of thermal radiation for given the conditions of the condition of n for gas turbine p 113 N86-20841 conditions Measurements of fluctuating gas temperatures using

compensated fine wire thermocouples p 115 N86-29852 Heat exchangers in regenerative gas turbine cycles p 116 N86-29857 ternational Business Machines Corp., Research Triangle Park, N.C.

Investigating version dependence in fault-tolerant n 49 N85-16749

international Telecommunications Satellite

Organization, Washington, D. C. Ice depolarization on low-angle 2 GHz satellite p 169 N84-24946 Istituto di Tecnologia Asrospaziale, Rome (Italy).

Structural damping of composite materials for space applications p 136 NRT-20400

J

Jet Propulsion Lab., California Inst. of Yech.,

Pasadena.
Inertial references based on single mode optical fiber p 13 N83-34896 waveguides Remote sensing with spaceborne synthetic aperture imaging radars: A review p 202 N84-15648 ice depolarization on low-angle 2 GHz satell p 169 N84-24946 Boundary-layer linear stability theory

л 193 N84-33759 Johann-Wolfgang-Goethe-Univ., Frankfurt am Main

(West Germany).
Optically nonlinear and bistable behaviour of direct gap p 236 N85-29759

Johns Hopkins Univ., Laurel, Md.
Observations of very high latitude ionospheric irregularities with the Good Bay HF radar

Johns Hopkins Univ., Silver Spring, Md.
Anomalous propagation and

Anomalous propagation and radar coverage through inhomogeneous atmospheres p 172 N84-24967

Joint Speech Research Unit, Ruislip (England). A survey of equipment and research

p 166 N83-34185 Inside a speech recognition machin

p 166 N83-34187

K

erslautern Univ. (West Germany).

processors Digital correlation proces spread-spectrum-communication-systems

nan Aerospace Corp., Bloomfield, Conn.
Transmission of gear noise to aircraft intenors prediction ethods p 94 N85-23788 methods

Kanasa Univ., Lawrence. Radar and infrared remote sensing of terrain, water resources, arctic sea ice, and agriculture p 202 N84-15651

p 202 N84-15651
Theoretical prediction of wing rocking p 147 N86-27256
Kanaas Univ. Center for Research, Inc., Lawrence.
Digital simulation of communications channels An

cooling techniques for gas turbine airfolis. A survey p 111 N86-29824 p 176 N85-19290

p 111 report of the second of

KHD Luftfahrttechnik G.m.b.H., Oberursel (West

(HD Luttrahrttechnik (J.m.b.H., Operurse) (West Germany).

Secondary power systems for lighter aircraft expenences today and requirements for a next generation p.98 N84-12171 (kingston Polytechnic, Kingston-Upon-Thames (England).

Design positronments and the user interface for CAD

Design environments and the user interface of control systems p 120 N84-10095 introduction and review of some jet interference phenomena relevant to V/STOL aircraft

p 39 N84-25626 p 39 Nt4-25626 KLM Royal Dutch Airlines, Amsterdam (Netherlands). The airline facing the present crisis

p 86 N83-22180
APU in commercial airline operation

berg Vapenfabrikk A/S (Norway). Kongsberg Vapentabrikk #/> (man may):
Software configuration management at work
p.6 - N p 6 N83-22130

Cost-effective missile guidance through distributed architecture and standard processes p 69 N85-26662

LABEN Space Instrumentation and Systems, Milan

(Italy).

Rehable software design for avionics and space applications p.49 N85-16751

Automatic error detection and recovery techniques in onboard intelligent units for space application ce and avionic p 50 N85-16756

Laboratoire Central de Biologie Aerospatiale, Paris	Lockheed-Georgia Co., Marietta.	Integration of fire control, navigation system and head
(France). A comparative study in the animal of the toxicity of the	Transonic wing and far field test data on a high aspect ratio transport wing for three dimensional computational	up display p 18 N84-12060 Certification expenence of the Jaguar fly-by-wire
combustion products of diverse materials	method evaluation p 81 N85-10021	demonstrator aircraft integrated flight control system
p 213 N84-33015	Transonic wing and far field test data on a moderate	p 31 N84-15095
Laberatoire Central de Telecommunications, Paris	aspect ratio wing for three dimensional computational	Navigation: Accounting for copy p 66 N85-26641
(France). Multiple paths on the ocean surface	method evaluation p 81 N85-10022	The impact of VLSI on guidance and control system design p 68 N85-26654
p 205 N84-15666	Aircraft drag reduction technology p 52 N85-16782	Digital fly-by-wire experience p 129 N86-20401
Laboratoire d'Automatique et d'Analyse des Systemes,	Computation of unsteady transonic flows about two-dimensional and three-dimensional AGARD standard	A cost-effective night attack system for ground attack
Toulouse (France).	configurations p 65 N85-25183	aircraft p 88 N86-26317
Dependable avionic data transmission p 129 N86-20405	A review of advanced turboprop transport activities	A solid-state map display for rapid response operation p 89 N86-26323
Laboratoire d'Etude des Transmissions	p 70 N86-11148	Night vision by NVG with FLIR p 223 N86-26811
Ionospheriques, Cachan (France).	Wind tunnel investigation of the interaction of propeller	Marconi Co. Ltd., Cheimsford (England).
Adaptive protection of detection systems operating by	slipstream with nacelle/wing/flap combinations p 73 N86-11166	Ocean wave imaging by SAR p 202 N64-15649
spread spectrum p 202 N84-15652 Contending with jamming in decametric waves in an	Application of active noise control to model propeller	Marconi Co. Ltd., Great Baddow (England). A long range propagation experiment to investigate the
adaptive system of all-directional antennas	noise p 75 N86-11176	incidence of anomalous propagation in the north Atlantic
p 202 N84-15653	Aircraft drag reduction technology: A summary	p 205 N84-15669
Laboratoire de Medecine Aerospatiele,	p 84 N86-15267	A radio interference model for western Europe
Bretigny-sur-Orge (France). Value of the lower body negative pressure test in	Recent developments in three-dimensional wake analysis p 84 N86-15273	p 171 N84-24963
aerospace medicine p 211 N84-21096	analysis p 84 N86-15273 Lockheed Missiles and Space Co., Sunnyvale, Calif.	Marconi Space and Defence Systems Ltd., Bushey (England).
Methods and major findings of cardiovascular	System aspects of clear air propagation above 40	Tactical satellite terminals for land and airborne C3
exploration involving the human centrifuge	GHz p 162 N83-30893	applications p 233 N85-20760
p 212 N84-21097 Susceptability to kinetoses and the amplitude perceived	Practical solutions to simulation difficulties in subscale	Maritime Telegraph and Telephone Co. Ltd., Halifax
from sensory illusions p 215 N85-20651	wind tunnel tests p 34 N84-23581	(Nova Scotta). VHF/UHF propagation studies on long over the horizon.
Lancaster Univ. (England).	A critical look at dynamic simulation of viscous flow	salt water radio paths p 162 N83-30887
Statistics of auroral radio absorption in relation to	p 143 N86-27230 London Univ. (England).	Massachusetts Inst. of Tech., Cambridge.
prediction models p 185 N86-27557	Introductory remarks and review of 1979 symposium	Cockpit environment p 96 N83-30416
Lawrence Livermore National Lab., Calif.	p 118 N84-10083	Applications p 97 N83-30426 A predictor model for EHF communication satellite
Physical modeling of EM propagation over nonhomogeneous terrain p 167 N84-12370	Dynamic effects of controls p 118 N84-10086	system availabilities in the presence of rain
Numerical modeling techniques for antennas	Brief review of current work in the UK on three	p 163 N83-30896
p 167 N84-12373	dimensional boundary layers p 195 N85-25788 The aerodynamics of controls p 123 N85-26748	Adaptive compensation for atmospheric turbulence
Numerical modeling techniques for half-space (ground)	The aerodynamics of control p 127 N85-27901	effects on optical propagation p 171 N84-24960 Space motion sickness monitoring experiment:
problems p 167 N84-12374	On the interface between unsteady aerodynamics,	Spacelab 1 p 216 N85-20654
Response of propellants to high dynamic stresses: The uses of gun launch techniques p 59 N85-17035	dynamics and control p 147 N86-27254	EHF MILSATCOM systems for tactical users
uses of gun launch techniques p 59 N85-17035 Leeds Univ. (England).	Los Alamos Scientific Lab., N. Mex. Effects of nonlinear loads on antennas and scatterers	p 232 N85-20755
Full coverage impingement heat transfer. The variation	p 168 N84-12376	Spatial orientation in weightlessness and readaptation to Earth's gravity p 219 N85-31811
in pitch to diameter ratio at a constant gapp	Status and future of the use of numerical and factual	Redundancy management of sychronous and
p 114 N86-29846	data p 241 N84-17060	asynchronous systems p 129 N86-20402
Lehigh Univ., Bethlehem, Ps.	Shock and impact response of solid rocket propellants: Experimental and theoretical p 60 N85-17040	Design issues in data synchronous systems
Rationale in the selection of corrosion protective coating systems p 157 N85-33242	Experimental and theoretical p 60 N85-17040 Loughborough Univ. of Technology (England).	p 129 N86-20407
Robot software: Current state-of-the-art, and future	Rotorcraft noise p 70 N85-28916	Formation and detection of high latitude ionospheric irregularities p 185 N86-27558
challenges p 197 N86-19630	Lowell Univ., Mass.	High frequency response heat flux gauge for metal
Leicester Univ. (England).	Automatic electron density profiles from digital	blading p 115 N86-29850
Anomalous absorption effects produced by high power	ionograms p 204 N84-15659 Multipath and Doppler observations during transatiantic	Mathematischer Beratungs- und
radio waves in the high latitude ionosphere	digital HF propagation experiments p 174 N85-19281	Programmlerungsdienst G.m.b.H. Dortmund (West Germany).
p 160 N83-30878 An innospheric mode detection system for HE	Lufthansa G.m.b.H., Hamburg (West Germany).	
An ionospheric mode detection system for HF communications application p 174 N85-19282	Lufthansa G.m.b.M., Hamburg (West Germany). Cost efficient on board power for airline operation	The computer aided specification system Easy p 5 NB3-22121
An ionospheric mode detection system for HF	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p. 99 N84-12180	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Paris-Velizy (France).
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif.	Lufthansa G.m.b.M., Hamburg (West Germany). Cost efficient on board power for airline operation	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Parts-Velizy (France). Multifunction spacecraft attitude estimation and
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Cellf. Computer visual simulation of centrast sensitivity deficits	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p. 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p. 120 N84-10096	The computer aided specification system Easy p.5 NB3-22121 MATRA Espace, Paris-Veltzy (France). Multifunction spacecraft attitude estimation and navigation system p.139 N84-24611
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of centrast sensitivity deficits induced by laser and chemical antidote exposure	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p 120 N84-10096 Practical aspects of digital implementation of control	The computer aided specification system Easy p 5 NB3-22121 MATRA Espace, Paris-Veltzy (France). Multifunction spacecraft attitude estimation and navigation system p 139 N84-24611 A floating point processor for missile guidance
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p. 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p. 120 N84-10096	The computer aided specification system Easy p5 NB3-22121 MATRA Espace, Paris-Veltzy (France). Multifunction spacecraft attitude estimation and navigation system p 139 N84-24611 A floating point processor for missile guidance p 191 N86-28366
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of centrast sensitivity deficits induced by laser and chemical antidote exposure	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p 120 N84-10096 Practical aspects of digital implementation of control laws p 120 N84-10101	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Paris-Veltzy (France). Multifunction spacecraft attitude estimation and navigation system p 139 N84-24611 A floating point processor for missile guidance p 191 N86-28366 MATRA Service Aerodynamique, Veltzy-Villacoublay (France).
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p 120 N84-10096 Practical aspects of digital implementation of control	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Parts-Veltzy (France). Multifunction spacecraft attitude estimation and navigation system p 139 N84-24611 A floating point processor for missile guidance p 191 N86-28366 MATRA Service Aerodynamique, Veltzy-Villiacoublay (France). Method for designing future weapons systems: Example
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 224 N86-26822	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p. 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p. 120 N84-10096 Practical aspects of digital implementation of control laws p. 120 N84-10101	The computer aided specification system Easy p.5 N83-22121 MATRA Espace, Parts-Veltzy (France). Multifunction spacecraft attitude estimation and navigation system p.139 N84-24611 A floating point processor for missile guidance p.191 N86-28366 MATRA Service Aerodynamique, Veltzy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems.
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Cellf. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 224 N86-26822 Permanent visual change associated with punctate	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p 120 N84-10096 Practical aspects of digital implementation of control laws p 120 N84-10101	The computer aided specification system Easy p 5 NB3-22121 MATRA Espace, Paris-Veltzy (France). Multifunction spacecraft attitude estimation and navigation system p 139 N84-24611 A floating point processor for missile guidance p 191 N86-28366 MATRA Service Aerodynamique, Veltzy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems p 141 N84-31250
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 224 N86-26822 Permanent visual change associated with punctate foveal lesions p 225 N86-26825	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p. 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques P120 N84-10096 Practical aspects of digital implementation of control laws p120 N84-10101 M Mainz Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p. 219 N85-31808	The computer aided specification system Easy p.5 N83-22121 MATRA Espace, Parts-Veltzy (France). Multifunction spacecraft attitude estimation and navigation system p.139 N84-24611 A floating point processor for missile guidance p.191 N86-28366 MATRA Service Aerodynamique, Veltzy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems.
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Cellf. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 224 N86-26822 Permanent visual change associated with punctate	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p. 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p. 120 N84-10096 Practical aspects of digital implementation of control taws p. 120 N84-10101 Milliams Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p. 219 N85-31808 Manchester Coll. cf Science and Technology	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Parts-Veltzy (France). Multifunction spacecraft attitude estimation and navigation system p 139 N84-24611 A floating point processor for missile guidance p 191 N86-28366 MATRA Service Aerodynamique, Veltzy-Villiacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems p 141 N84-31250 Max-Planck-Inst. fuer Aeronomie, Katlenburg-Lindau (West Germany).
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 24 N86-26822 Permanent visual change associated with punctate toveal lesions p 225 N86-26823 LITEF, Freiburg (West Germany). Documentation and separate test program development is most important for test/maintenance	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p. 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p. 120 N84-10096 Practical aspects of digital implementation of control laws Milliams Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p. 219 N85-31808 Manchester Coll. cf Science and Technology (England).	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Parts-Velizy (France). Multifunction spacecraft attitude stimation and navigation system p 139 N84-24611 A floating point processor for missile guidance p 191 N86-28366 MATRA Service Aerodynamique, Velizy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems p 141 N84-31250 Max-Planck-Inst, fuer Aeronomie, Katlenburg-Lindau (West Germany). VHF-long-distance-propagation by auroral backscatter p 161 N83-30879
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 224 N86-26822 Permanent visual change associated with punctate foveal lesions p 225 N86-26823 LTEEF, Freiburg (West Germany). Documentation and separate test program development is most important for test/maintenance p 49 N85-16745	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p. 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p. 120 N84-10096 Practical aspects of digital implementation of control taws p. 120 N84-10101 Milliams Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p. 219 N85-31808 Manchester Coll. cf Science and Technology	The computer aided specification system Easy p 5 NB3-22121 MATRA Espace, Parts-Veltzy (France). Multifunction spacecraft attitude estimation and navigation system p 139 N84-24611 A floating point processor for missile guidance p 191 N86-28366 MATRA Service Aerodynamique, Veltzy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems p 141 N84-31250 Max-Planck-Inst. fuer Aeronomie, Kattenburg-Lindau (West Germany). VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Direct, in-situ measurements of irregularities in the
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 224 N86-26822 Permanent visual change associated with punctate foveal lesions p 225 N86-26822 LITEF, Freiburg (West Germany). Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Litton Guldence and Control Systems, Woodland Hills,	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p. 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p. 120 N84-10096 Practical aspects of digital implementation of control taws p. 120 N84-10101 M Mainz Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p. 219 N85-31808 Manchester Coll. of Science and Technology (England). Occupancy measurements across the entire HF spectrum p. 164 N83-30902 Manchester Univ. (England).	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Parts-Velizy (France). Multifunction spacecraft attitude stimation and navigation system p 139 N84-24611 A floating point processor for missile guidance p 191 N86-28366 MATRA Service Aerodynamique, Velizy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems p 141 N84-31250 Max-Planck-Inst. fuer Aeronomie, Kattenburg-Lindau (West Germany). VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Direct, in-situ measurements of irregularities in the mesosphere (85 · 50 km) at 69 deg N (Anderes.
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 224 N86-26822 Permanent visual change associated with punctate toveal lesions p 225 N86-26823 LITEF, Freiburg (West Germany). Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Litton Guidence and Control Systems, Woodland Hills, Calif.	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p.99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p.120 N84-10096 Practical aspects of digital implementation of control laws Mainz Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p.219 N85-31808 Manchester Coll. cf Science and Technology (England). Occupancy measurements across the entire HF spectrum p.164 N83-30902 Manchester Univ. (England). Invisiod compressible flow past a multi-element	The computer aided specification system Easy p 5 NB3-22121 MATRA Espace, Parts-Veltzy (France). Multifunction spacecraft attitude estimation and navigation system p 139 N84-24611 A floating point processor for missile guidance p 191 N86-28366 MATRA Service Aerodynamique, Veltzy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems p 141 N84-31250 Max-Planck-Inst. fuer Aeronomie, Kattenburg-Lindau (West Germany). VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Direct, in-situ measurements of irregularities in the
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 224 N86-26822 Permanent visual change associated with punctate foveal lesions p 225 N86-26822 LITEF, Freiburg (West Germany). Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Litton Guldence and Control Systems, Woodland Hills,	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p. 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p. 120 N84-1096 Practical aspects of digital implementation of control laws Miling Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p. 219 N85-31808 Manchester Coll. of Science and Technology (England). Occupancy measurements across the entire HF spectrum p. 164 N83-30902 Manchester Univ. (England). Inviscid compressible flow past a multi-element aerofoil p. 51 N85-16776	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Parts-Velizy (France). Multifunction spacecraft attitude p 139 N84-24611 A floating point processor for missile guidance p 191 N86-28366 MATRA Service Aerodynamique, Velizy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems p 141 N84-31250 Max-Planck-Inst. fuer Aeronomie, Katlemburg-Lindau (West Germany). VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Direct, in-situ measurements of irregularities in the mesosphere (85 - 50 km) at 69 deg N (Andenes, Norway) p 185 N86-27559 Max-Planck-Institut fuer Stroemungsforschung, Goettingen (West Germany).
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 224 N86-26822 Permanent visual change associated with punctate toveal lesions p 225 N86-26823 LITEF, Freiburg (West Germany). Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Litton Guldence and Control Systems, Woodland Hills, Calift. Laser gyroscope random walk determination using a fast filtering technique p 67 N85-26647 Litton Technische Werke, Freiburg (West Germany).	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p.99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p.120 N84-10096 Practical aspects of digital implementation of control laws Mainz Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p.219 N85-31808 Manchester Coll. cf Science and Technology (England). Occupancy measurements across the entire HF spectrum p.164 N83-30902 Manchester Univ. (England). Invisiod compressible flow past a multi-element	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Parts-Veltzy (France). Multifunction spacecraft attitude navigation system p 139 N84-24611 A floating point processor for missile guidance p 191 N86-28366 MATRA Service Aerodynamique, Veltzy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems p 141 N84-31250 Max-Planck-Inst. fuer Aeronomie, Katlenburg-Lindau (West Germany). VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Direct, in-situ measurements of irregularities in the mesosphere (85 - 50 km) at 69 deg N (Anderes, Norway) p 185 N86-27559 Max-Planck-Institut fuer Stroemungsforschung, Geettingen (West Germany). Unsteady vortex airfol interaction p 145 N86-27240
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 224 N86-26817 Foveal flashes and human performance p 224 N86-26822 Permanent visual change associated with punctate foveal lesions p 225 N86-26822 LITEF, Freiburg (West Germany). Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Litton Guldence and Control Systems, Woodland Hills, Calif. Laser gyroscope random walk determination using a fast fittering technique p 67 N85-26647 Litton Technische Werke, Freiburg (West Germany). Software vertication of a cnil avionic AHR system	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p. 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p. 120 N84-10096 Practical aspects of digital implementation of control taws M Mainz Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p. 219 N85-31808 Manchester Coll. of Science and Technology (England). Occupancy measurements across the entire HF spectrum p. 164 N83-30902 Manchester Univ. (England). Inviscid compressible flow past a multi-element aerofol p. 51 N85-16776 Marconi Avionics Ltd., Baelidon (England). The status of LLTV for avionic applications p. 13 N83-34892	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Parts-Veltzy (France). Multifunction spacecraft attitude stimation and navigation system p 139 N84-24611 A floating point processor for missile guidance p 191 N86-28366 MATRA Service Aerodynamique, Veltizy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems p 141 N84-31250 Max-Planck-Inst. fuer Aeronomie, Kattenburg-Lindau (West Germany). VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Direct, in-situ measurements of irregularities in the mesosphere (85 - 50 km) at 69 deg N (Anderes, Norway) Max-Planck-Institut fuer Stroemungaforschung, Goettingen (West Germany). Unsteady vortex airfoil mireachon p 145 N86-27240 McConnett latcraft Co., 91. Louk, Mo.
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 224 N86-26822 Permanent visual change associated with punctate toveal lesions p 225 N86-26823 LITEF, Freiburg (West Germany). Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Litton Guidence and Control Systems, Woodland Hills, Calif. Laser gyroscope random walk determination using a fast filtering technique p 67 N85-26647 Litton Technische Werke, Freiburg (West Germany). Software vertication of a chil avinoric AHR systems. p 7 N83-22138	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p. 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p. 120 N84-1096 Practical aspects of digital implementation of control laws Mainz Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p. 219 N85-31808 Manchester Coll. cf. Science and Technology (England). Occupancy measurements across the entire HF spectrum p. 164 N83-30902 Manchester Univ. (England). Inviscid compressible flow past a multi-element aerofol Marconi Avionica Ltd., Baeildon (England). The status of LLTV for avionic applications p. 13 N83-34892 Thermal imaging for avionic applications	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Parts-Velizy (France). Multifunction spacecraft attitude p 139 N84-24611 A floating point processor for missile guidance p 131 N86-28366 MATRA Service Aerodynamique, Velizy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems p 141 N84-31250 Max-Planck-Inst, fuer Aeronomie, Katlenburg-Lindau (West Germany). VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Direct, in-situ measurements of irregularities in the mesosphere (85 - 50 km) at 69 deg N (Andenes, Norway) Max-Planck-Institut fuer Stroemungsforschung, Goettingen (West Germany). Unsteady vortex airfol inferaction p 145 N86-27240 McDonnell Aircraft Co., St. Louis, Mo.
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 224 N86-26817 Foveal flashes and human performance p 224 N86-26822 Permanent visual change associated with punctate foveal lesions p 225 N86-26822 LITEF, Freiburg (West Germany). Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Litton Guldence and Control Systems, Woodland Hills, Calif. Laser gyroscope random walk determination using a fast fittering technique p 67 N85-26647 Litton Technische Werke, Freiburg (West Germany). Software vertication of a cnil avionic AHR system	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p. 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p. 120 N84-10096 Practical aspects of digital implementation of control taws Milinz Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p. 219 N85-31808 Manchester Coll. of Science and Technology (England). Occupancy measurements across the entire HF spectrum p. 164 N83-30902 Manchester Univ. (England). Inviscid compressible flow past a multi-element aerofol p. 51 N85-16776 Marconi Avionics Ltd., Besildon (England). The status of LLTV for avionic applications p. 13 N83-34892 Thermal imaging for avionic applications p. 13 N83-34893	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Parts-Veltzy (France). Multifunction spacecraft attitude stimation and navigation system p 139 N84-24611 A floating point processor for missile guidance p 191 N86-28366 MATRA Service Aerodynamique, Veltizy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems p 141 N84-31250 Max-Planck-Inst. fuer Aeronomie, Kattenburg-Lindau (West Germany). VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Direct, in-situ measurements of irregularities in the mesosphere (85 - 50 km) at 69 deg N (Anderes, Norway) Max-Planck-Institut fuer Stroemungaforschung, Goettingen (West Germany). Unsteady vortex airfoil mireachon p 145 N86-27240 McConnett latcraft Co., 91. Louk, Mo.
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 224 N86-26822 Permanent visual change associated with punctate foveal lesions p 225 N86-2823 LITEF, Freiburg (West Germany). Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Litton Guldance and Control Systems, Woodland Hills, Calif. Laser gyroscope random walk determination using a fast fittening technique p 67 N85-26847 Litton Technische Werke, Freiburg (West Germany). Software verification of a civil avisonic AHR system p 7 N83-22138 Initial alignment and augmentation of the ARINC 705	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p. 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p. 120 N84-1096 Practical aspects of digital implementation of control laws Mainz Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p. 219 N85-31808 Manchester Coll. cf. Science and Technology (England). Occupancy measurements across the entire HF spectrum p. 164 N83-30902 Manchester Univ. (England). Inviscid compressible flow past a multi-element aerofol Marconi Avionica Ltd., Baeildon (England). The status of LLTV for avionic applications p. 13 N83-34892 Thermal imaging for avionic applications	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Parts-Veltzy (France). Multifunction spacecraft attitude and an expansion system p 139 N84-24611 A floating point processor for missile guidance p 191 N86-28366 MATRA Service Aerodynamique, Veltzy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems p 141 N84-31250 Max-Planck-Inst. fuer Aeronomie, Kattenburg-Lindau (West Germany). VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Direct, in-situ measurements of irregularities in the mesosphere (85 - 50 km) at 69 deg N (Anderess, Norway) p 185 N86-27559 Max-Planck-Institut fuer Stroemungsforschung, Goettingen (West Germany). Unisteady vortex airoll interaction p 145 N86-27240 McDonnell Aircraft Co., St. Louis, Mo. F/A-18 software development: A case study p 8 N83-22145
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 224 N86-26817 Foveal flashes and human performance p 224 N86-26822 Permanent visual change associated with punctate foveal lesions p 225 N86-26822 LITEF, Freiburg (West Germany). Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Litton Guldence and Control Systems, Woodland Hills, Calif. Laser gyroscope random walk determination using a fast fittening technique p 67 N85-26847 Litton Technische Werke, Freiburg (West Germany). Software vertication of a cnil avionic AHR system p 7 N83-22138 Initial alignment and augmentation of the ARINC 705 strapdown AHRS LTR-81 p 88 N84-25699 LIIT Radioprofessionelle, Boulogne-Billiancourt (France).	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p. 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p. 120 N84-10096 Practical aspects of digital implementation of control taws Millians Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p. 219 N85-31808 Manchester Coll. of Science and Technology (England). Occupancy measurements across the entire HF spectrum p. 164 N83-30902 Manchester Univ. (England). Inviscid compressible flow past a multi-element aerofol p. 51 N85-16776 Marconi Avionics Ltd., Baelidon (England). The status of LLTV for avionic applications p. 13 N83-34892 Thermal imaging for avionic applications p. 13 N83-34893 Marconi Avionics Ltd., Boreham Wood (England). Requirements decomposition and other myths. P. 4 N83-22117	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Parts-Veltzy (France). Multifunction spacecraft attitude estimation and navigation system p 139 N84-24611 A floating point processor for missile guidance p 191 N86-28366 MATRA Service Aerodynamique, Veltzy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems p 141 N84-31250 Max-Planck-Inst. fuer Aeronomie, Kattenburg-Lindau (West Germany). VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Direct, in-situ measurements of irregularities in the mesosphere (85 - 50 km) at 69 deg N (Andenes, Norway) Max-Planck-Institut fuer Stroemungsforschung, Goettingen (West Germany). Unsteady vortex airold interaction p 145 N86-27240 McDonnell Altcraft Co., St. Louls, Mo. F/A-18 software development: A case study p 8 N83-22145 Effect of defects on aircraft composite structures p 155 N84-10221 Advanced F/A-18 avonics p 24 N84-15048
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 24 N86-26827 Permanent visual change associated with punctate toveal lesions p 25 N86-26823 LITEF, Freiburg (West Germany). Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Litton Guidance and Control Systems, Woodland Hills, Calif. Laser gyroscope random walk determination using a fast filtering technique p 67 N85-26647 Litton Technische Werke, Freiburg (West Germany). Software verification of a civil avionic AHR system p 7 N83-22138 Initial alignment and augmentation of the ARINC 705 strapdown AHRS LTR-81 p 88 N84-25699 LMT Radioprofessionelle, Boulogne-Billiancourt (France). Asynchronous transmission with strong spectral	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p. 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques P120 N84-10096 Practical aspects of digital implementation of control laws Mainz Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p. 219 N85-31808 Manchester Coll. cf Science and Technology (England). Occupancy measurements across the entire HF spectrum p. 164 N83-30902 Manchester Univ. (England). Inviscid compressible flow past a multi-element aerofol macroni Avionics Ltd., Baeildon (England). The status of LLTV for avionic applications P13 N83-34892 Thermal imaging for avionic applications P13 N83-34893 Marconi Avionics Ltd., Boreham Wood (England). Requirements decomposition and other myths P4 N83-22117 The mentor approach to requirements specifications	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Parts-Velizy (France). Multifunction spacecraft attitude p 139 N84-24611 A floating point processor for missile guidance p 191 N86-28366 MATRA Service Aerodynamique, Velizy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems p 141 N84-31250 Max-Planck-Inst. fuer Aeronomie, Katlemburg-Lindau (West Germany). VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Direct, in-situ measurements of irregularities in the mesosphere (85 · 50 km) at 69 deg N (Andenes, Norway) p 185 N86-27559 Max-Planck-Institut fuer Stroemungsforschung, Goettingen (West Germany). Unsteady vortex airfol interaction p 145 N86-27240 McDonnell Aircraft Co., St. Louis, Mo. F/A-18 software development A case study p 8 N83-22145 Effect of defects on aircraft composite structures p 155 N84-10221 Advanced F/A-18 avonics p 24 N84-15204 Advanced F/A-18 avonics p 25 N84-15053
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 224 N86-26827 Permanent visual change associated with punctate toveal lesions p 225 N86-26823 LITEF, Freiburg (West Germany). Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Litton Guldence and Control Systems, Woodland Hills, Calift. Laser gyroscope random walk determination using a fast filtering technique p 67 N85-26647 Litton Technische Werke, Freiburg (West Germany). Software verification of a chill avionic AHR system p 7 N83-22138 Initial alignment and augmentation of the ARINC 705 strapdown AHRS LTR-81 p 88 N84-25699 LITT FRAID-POPULATE AUGMENTANCE P 187 N85-19300	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p. 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p. 120 N84-10096 Practical aspects of digital implementation of control taws Milinz Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p. 129 N85-31808 Manchester Coll. of Science and Technology (England). Occupancy measurements across the entire HF spectrum p. 164 N83-30902 Manchester Univ. (England). Inviscid compressible flow past a multi-element aerofol incise Ltd., Besildon (England). The status of LLTV for avionic applications p. 13 N83-34892 Thermal imaging for avionic applications p. 13 N83-34893 Marconi Avionics Ltd., Boreham Wood (England). Requirements decomposition of the myths p. 4 N83-22117 The mentor approach to requirements specification p. 5 N83-221207	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Parts-Velizy (France). Multifunction spacecraft attitude p 139 N84-224611 A floating point processor for missile guidance p 191 N86-28366 MATRA Service Aerodynamique, Velizy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems p 141 N84-31250 Max-Planck-Inst. fuer Aeronomie, Katlenburg-Lindau (West Germany). VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Direct, in-situ measurements of irregularities in the mesosphere (85 - 50 km) at 69 deg N (Andenes, Norway) Direct, in-situ tuer Stroemungsforschung, Goettingen (West Germany). Unsteady vortex airfol interaction p 145 N86-27240 McDonnell Aircraft Co., St. Louis, Mo. F/A-18 software development A case study p 8 N83-22145 Effect of defects on aircraft composite structures p 155 N84-10221 Advanced F/A-18 avonics p 24 N84-15048 Jet flowfields p 40 N84-25631
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 224 N86-26827 Permanent visual change associated with punctate foveal lesions p 25 N86-26823 LITEF, Freiburg (West Germany). Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Litton Guldence and Control Systems, Woodland Hills, Calif. Laser gyroscope random walk determination using a fast hitering technique Werke, Freiburg (West Germany). Software vertication of a cnil avionic AHR system p 7 N83-22138 initial alignment and augmentation of the ARINC 705 strapdown AHRS LTR-81 p 88 N84-25699 LITT Radioprofessionelle, Boulogne-Billiancourt (France). Asynchronous transmission with strong spectral pread	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p. 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p. 120 N84-10096 Practical aspects of digital implementation of control taws Milliams Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p. 219 N85-31808 Maintester Coll. of Science and Technology (England). Occupancy measurements across the entire HF spectrum p. 164 N83-30902 Manchester Univ. (England). Inviscid compressible flow past a multi-element aerofol Invision (England). The status of LLTV for avionic applications p. 13 N83-34892 Thermal imaging for avionic applications p. 13 N83-34892 Thermal imaging for avionic applications p. 13 N83-34893 Marconi Avionics Ltd., Boreham Wood (England). Requirements decomposition and other myths p. 4 N83-22167 The mentor approach to requirements specification p. 5 N83-22120 The use of high order languages on microprocessors p. 5 N83-22180	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Parts-Veltzy (France). Multifunction spacecraft attitude p 139 N84-24611 A floating point processor for missile guidance p 139 N84-28616 MATRA Service Aerodynamique, Veltzy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems p 141 N84-31250 Max-Planck-Inst. fuer Aeronomie, Kattenburg-Lindau (West Germany). VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Direct, in-situ measurements of irregularities in the mesosphere (85 - 50 km) at 69 deg N (Anderes, Norway) Max-Planck-Institut fuer Stroemungaforschung, Goettingen (West Germany). Unsteady vortex airfol interaction p 145 N86-27240 McDonnett Aircraft Co., 31. Louks, Mo. F/A-18 software development: A case study p 8 N83-22145 Effect of defects on aircraft composite structures p 155 N84-15048 Avionics fault tree analyzer p 25 N84-15048 Avionics fault tree analyzer p 24 N84-15048 Avionics fault tree analyzer p 24 N84-15048 The F-15 flight loads tracking program
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 224 N86-26827 Permanent visual change associated with punctate toveal lesions p 225 N86-26823 LITEF, Freiburg (West Germany). Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Litton Guldence and Control Systems, Woodland Hills, Calift. Laser gyroscope random walk determination using a fast filtering technique p 67 N85-26647 Litton Technische Werke, Freiburg (West Germany). Software verification of a chill avionic AHRI system p 7 N83-22138 Initial alignment and augmentation of the ARINC 705 strapdown AHRS LTR-81 p 88 N84-25699 LITT FRAID-OP-CARRENCE (France). Asynchronous transmission with strong spectral spread	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p.99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques Practical aspects of digital implementation of control laws Mainz Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p.219 N85-31808 Manchester Coll. of Science and Technology (England). Occupancy measurements across the entire HF spectrum p.164 N83-30902 Manchester Univ. (England). Invisiod compressible flow past a multi-element aerofol Marchael Univ. (England). The status of LLTV for avionic applications p.13 N83-34892 Thermal imaging for avionic applications p.13 N83-34893 Marconi Avionics Ltd., Boreham Wood (England). Requirements decomposition and other myths p.4 N83-22117 The mentor approach to requirements specification p.5 N83-22120 The use of high order languages on microprocessors p.5 N83-22126 Configuration management and the ADA programming	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Parts-Velizy (France). Multifunction spacecraft attitude p 139 N84-24611 A floating point processor for missile guidance p 191 N86-28366 MATRA Service Aerodynamique, Velizy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems: p 141 N84-31250 Max-Planck-Inst. fuer Aeronomie, Kattenburg-Lindau (West Germany). VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Direct, in-situ measurements of irregularities in the mesosphere (85 · 50 km) at 69 deg N (Andenes, Norway) p 185 N86-27559 Max-Planck-Institut fuer Stroemungsforschung, Goettingen (West Germany). Unsteady vortex airfol interaction p 145 N86-27240 McDonnell Aircraft Co., St. Louis, Mo. F/A-18 software development A case study p 8 N83-22145 Effect of defects on aircraft composite structures p 155 N84-10221 Advanced F/A-18 avionics p 40 N84-25631 The F-15 flight loads tracking program p 45 N85-15666
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 244 N86-26827 Foveal flashes and human performance p 225 N86-26822 Permanent visual change associated with punctate foveal lesions p 225 N86-26823 LITEF, Freiburg (West Germany). Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Litton Guldance and Control Systems, Woodland Hills, Calif. Laser gyroscope random walk determination using a fast hittering technique p 67 N85-26847 Litton Technische Werke, Freiburg (West Germany). Software verification of a chill anonci. AHR system p 7 N83-22138 initial alignment and augmentation of the ARINC 705 strapdown AHRS LTR-81 p 88 N84-25699 Litt Radioprofessionelle, Boulogne-Billiancourt (France). Asynchronous transmission with strong spectral spread p 177 N85-19300 Lockheed-California Co., Burbank. Preliminary Aeroelastic Design of Structures (PADS) methods development and application	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p. 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p. 120 N84-10096 Practical aspects of digital implementation of control laws Minimal Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p. 219 N85-31808 Manchester Coll. cf Science and Technology (England). Occupancy measurements across the entire HF spectrum p. 164 N83-30902 Manchester Univ. (England). Inviscid compressible flow past a multi-element aerofol mission p. 13 N85-16776 Marconi Avionics Ltd., Basildon (England). The status of LLTV for avionic applications p. 13 N83-34892 Thermal imaging for avionic applications p. 13 N83-34893 Marconi Avionics Ltd., Boreham Wood (England). Requirements decomposition and other myths p. 4 N83-22117 The mentor approach to requirements specification p. 5 N83-22120 The use of high order languages on microprocessors p. 5 N83-22126 Configuration management and the ADA programming support environment p. 6 N83-22131	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Parts-Veltzy (France). Multifunction spacecraft attitude stimation and navigation system p 139 N84-24611 A floating point processor for missile guidance p 191 N86-28366 MATRA Service Aerodynamique, Veltzy-Villiacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems p 141 N84-31250 Max-Planck-Inst. fuer Aeronomie, Katlenburg-Lindau (West Germany). VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Direct, in-situ measurements of irregularities in the mesosphere (85 - 50 km) at 69 deg N (Andenes, Norway) Unsteady vortex airoli interaction p 145 N86-27559 Max-Planck-Institut fuer Stroemungsforschung, Goettingen (West Germany). Unsteady vortex airoli interaction p 145 N86-27240 McDonnell Aircraft Co., St. Louis, Mo. F/A-18 software development: A case study p 8 N83-22145 Effect of defects on aircraft composite structures p 25 N84-10221 Advanced F/A-18 avionics p 24 N84-15048 Avionics fault tree analyzer p 25 N84-15048 The F-15 flight loads tracking program p 45 N85-15666 Avionics fault tree analyzer and artifical intelligence for
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Irist. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26813 Effects of broad-banded eye protection on dark adaptation p 225 N86-26813 Effects of broad-banded eye protection on dark p 224 N86-26813 Effects of broad-banded eye protection on dark p 224 N86-26813 Lifter Freilburg (West Germany). Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Litton Guldence and Control Systems, Woodland Hills, Calif. Laser gyroscope random walk determination using a fast fittering technique p 67 N85-26847 Litton Technische Werke, Freiburg (West Germany). Software vertication of a civil avionic AHR system p 7 N83-22138 Initial alignment and augmentation of the ARINC 705 strapdown AHRS LTR-81 p 88 N84-25699 LMT Radioprofessionelle, Boulogne-Billancourt (France). Asynchronous transmission with strong spectral spread p 177 N85-19300 Lockheed-California Co., Burbank. Preliminary Asroelastic Design of Structures (PADS) methods development and application p 14 N84-11117 Periodic loading sequences for the systematic marking	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p. 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p. 120 N84-10096 Practical aspects of digital implementation of control taws p. 120 N84-10101 Milliams Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p. 219 N85-31808 Manchester Coll. of Science and Technology (England). Occupancy measurements across the entire HF spectrum p. 164 N83-30902 Manchester Univ. (England). Inviscid compressible flow past a multi-element aerofol. The status of LLTV for avionic applications p. 13 N83-34892 Thermal imaging for avionic applications p. 13 N83-34892 Thermal imaging for avionic applications p. 13 N83-34893 Marconi Avionics Ltd., Boreham Wood (England). Requirements decomposition and other myths p. 4 N83-22107 The mentor approach to requirements specification p. 5 N83-22126 Configuration management and the ADA programming support environment p. 6 N83-22123 An eight point testing strategy for real time software	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Parts-Veltzy (France). Multifunction spacecraft attitude p 139 N84-22611 A floating point processor for missile guidance p 139 N84-22611 A floating point processor for missile guidance p 139 N86-28366 MATRA Service Aerodynamique, Veltzy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems p 141 N84-31250 Max-Planck-Inst. fuer Aeronomie, Kattenburg-Lindau (West Germany). VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Direct, in-situ measurements of irregularities in the mesosphere (85 - 50 km) at 69 deg N (Anderes, Norway) Max-Planck-Institut fuer Stroemungaforschung, Goettingen (West Germany). Unsteady vortex airfol interaction p 145 N86-27240 McDonnetl Aircraft Co., 31. Louks, Mo. F/A-18 software development: A case study p 8 N83-22145 Effect of defects on aircraft composite structures p 155 N84-15024 Advanced F/A-18 avonics p 24 N84-15048 Avionics fault tree analyzer p 25 N84-15053 Jet flowfields p 45 N85-15666 Avionics fault tree analysis and artifical intelligence for future aircraft maintenance p 5 50 N85-15666
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 224 N86-26822 Permanent visual change associated with punctate foveal lesions p 25 N86-26823 LITEF, Freiburg (West Germany). Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Litton Guldence and Control Systems, Woodland Hills, Calif. Laser gyroscope random walk determination using a fast filtering technique Werke, Freiburg (West Germany). Software vertication of a cnil avionic AHR system p 7 N83-26647 Litton Technische Werke, Freiburg (West Germany). Software vertication of a cnil avionic AHR system p 7 N83-22138 initial alignment and sugmentation of the ARINC 705 strapdown AHRS LTR-81 p 88 N84-25699 Litti Radioprofessionelle, Boulogne-Billiancourt (France). Asynchronous transmission with strong spectral spread p 177 N85-19300 Lockheed-California Co., Burbank. Prelimmary Aeroelastic Design of Structures (PADS) methods development and application p 14 N84-11117 Periodic loading sequences for the systematic marking of fatigue crack fracture surfaces p 200 N85-24329	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p. 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques Practical aspects of digital implementation of control laws Mainz Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p. 219 N85-31808 Manchester Coll. cf. Science and Technology (England). Occupancy measurements across the entire HF spectrum p. 164 N83-30902 Manchester Univ. (England). Inviscid compressible flow past a multi-element aerofol macroni Avionics Ltd., Baeildon (England). The status of LLTV for avionic applications P. 13 N83-34892 Thermal imaging for avionic applications P. 13 N83-34893 Marconi Avionics Ltd., Boreham Wood (England). Requirements decomposition and other myths P. N83-2217 The mentor approach to requirements specification p. 5 N83-2217 The use of high order languages on microprocessors p. 5 N83-22120 Configuration management and the ADA programming support environment p. 7 N83-22131 An eight point testing strategy for real time software p. 7 N83-22131	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Parts-Veltzy (France). Multifunction spacecraft attitude estimation and navigation system p 139 N84-24611 A floating point processor for missile guidance p 119 N86-28366 MATRA Service Aerodynamique, Veltzy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems p 141 N84-31250 Max-Planck-Inst. fuer Aeronomie, Kattenburg-Lindau (West Germany). VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Direct, in-situ measurements of rregularities in the mesosphere (85 - 50 km) at 69 deg N (Anderes, Norway) Max-Planck-Institut fuer Stroemungsforschung, Goettingen (West Germany). Unsteady vortex airfoil interaction p 145 N86-27240 McDonnell Aircraft Co., St. Louis, Mo. F/A-18 software development: A case study p 8 N83-22145 Effect of defects on aircraft composite structures p 155 N84-10221 Advanced F/A-18 avionics p 24 N84-15048 Avionics fault tree analyzer p 25 N84-15048 Avionics fault tree analyzer p 25 N84-15053 Jet flowfields p 40 N84-25631 The F-15 flight loads tracking program p 45 N85-16765 Operational and developmental experience with the F/A-184 doptal flight control systems
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 224 N86-26827 Foveal flashes and human performance p 225 N86-26823 LITEF, Freiburg (West Germany). Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Litton Guidance and Control Systems, Woodland Hills, Calif. Laser gyroscope random walk determination using a fast filtering technique p 67 N85-26647 Litton Technische Werke, Freiburg (West Germany). Software verification of a civil avionic AHR system p 7 N83-22138 Initial alignment and augmentation of the ARIINC 705 strapdown AHRS LTR-81 p 88 N84-25699 LMT Radioprofessionelle, Boulogne-Billiancourt (France). Asynchronous transmission with strong spectral spread p 177 N85-19300 Lockheed-California Co., Burbank. Preliminary Aeroelastic Design of Structures (PADS) methods development and application p 14 N84-11117 Penodic loading sequences for the systematic marking of fatigue crack fracture surfaces p 200 N85-24329 Demonstration of relaxed stability on a commercial	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p.99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques P120 N84-10096 Practical aspects of digital implementation of control laws Mainz Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p.19 N85-31808 Manchester Coll. of Science and Technology (England). Occupancy measurements across the entire HF spectrum p.164 N83-30902 Manchester Univ. (England). Invisció compressible flow past a multi-element aerofol marchester Univ. (England). The status of LLTV for avionic applications p.13 N83-34892 Thermal imaging for avionic applications P13 N83-34893 Marconi Avionics Ltd., Basildon (England). Requirements decomposition and other myths P4 N83-22117 The mentor approach to requirements specification P5 N83-22117 The use of high order languages on microprocessors P5 N83-22126 Configuration management and the ADA programming support environment p.6 N83-22131 An eight point testing strategy for real time software P7 N83-22131 An eight point testing strategy for real time software P7 N83-22131 Marconi Avionics Ltd., Rochester (England). N83-30419 Marconi Avionics Ltd., Rochester (England). N83-30419	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Parts-Velizy (France). Multifunction spacecraft attitude p 139 N84-24611 A floating point processor for missile guidance p 191 N86-28366 MATRA Service Aerodynamique, Velizy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems p 141 N84-31250 Max-Planck-Inst, fuer Aeronomie, Katteriburg-Lindau (West Germany). VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Direct, in-situ measurements of irregularities in the mesosphere (85 · 50 km) at 69 deg N (Anderes, Norway) p 185 N86-27559 Max-Planck-Institut fuer Stroemungsforschung, Goettingen (West Germany). Unsteady vortex airfol interaction p 145 N86-27240 McDonnell Aircraft Co., St. Louis, Mo. F/A-18 software development A case study p 8 N83-22145 Effect of defects on aircraft composite structures p 155 N84-10221 Advanced F/A-18 avionics p 24 N84-15031 Jet flowhelds p 40 N84-25631 The F-15 flight loads tracking program p 45 N85-15666 Avionics fault tree analysis and artificial intelligence for future aircraft maintenance p 50 N85-16755 Operational and developmental experience with the F/A-18A digital hight control system
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Forveal flashes and human performance p 224 N86-26817 Forveal flashes and human performance p 224 N86-26822 Permanent visual change associated with punctate foveal lesions p 225 N86-26822 LITEF, Freiburg (West Germany). Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Litton Guldence and Control Systems. Woodland Hills, Calif. Laser gyroscope random walk determination using a fast fittening technique p 67 N85-26847 Litton Technische Werke, Freiburg (West Germany). Software vertication of a cnil avionic AHR system p 7 N83-22138 Initial alignment and augmentation of the ARINC 705 strapdown AHRS LTR-81 p 88 N84-25699 LITT Radioprofessionelle, Boulogne-Billiancourt (France). Asynchronous transmission with strong spectral spread p 177 N85-19300 Lockheed-California Co., Burbenk. Preliminary Aeroelastic Design of Structures (PADS) methods development and application p 14 N84-11117 Periodic loading sequences for the systematic marking of latigue crack fracture surfaces p 200 N85-24329 Demonstration of relaxed stability on a commercial transport p 122 N85-2674	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p. 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p. 120 N84-10096 Practical aspects of digital implementation of control laws p. 120 N84-10101 Milliams (Mest Germany). The European vestibular experiments of the Spacelab-1 mission p. 219 N85-31808 Manchester Coll. cf Science and Technology (England). Occupancy measurements across the entire HF spectrum p. 164 N83-30902 Manchester Univ. (England). Inviscid compressible flow past a multi-element aerofol p. 51 N85-16776 Marconi Avionics Ltd., Besildon (England). The status of LLTV for avionic applications p. 13 N83-34892 Thermal imaging for avionic applications p. 13 N83-34893 Marconi Avionics Ltd., Boreham Wood (England). Requirements decomposition and other myths. P. 4 N83-22177 The mentor approach to requirements specification p. 5 N83-22126 Configuration management and the ADA programming support environment p. 6 N83-22134 Light emitting diodes p. 98 N83-30493 Marconi Avionics Ltd., Rechester (England). Ground and flight testing on the fty-by-wire Jaguar	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Parts-Velizy (France). Multifunction spacecraft attitude analysis of p 139 N84-224611 A floating point processor for missile guidance p 131 N86-28366 MATRA Service Aerodynamique, Velizy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems p 141 N84-31250 Max-Planck-Inst, fuer Aeronomie, Katlenburg-Lindau (West Germany). VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Direct, in-situ measurements of irregularities in the mesosphere (85 - 50 km) at 69 deg N (Andenes, Norway) Direct, in-situ measurements of irregularities in the mesosphere (85 - 50 km) at 69 deg N (Andenes, Norway) Max-Planck-Institut fuer Stroemungsforschung, Goettingen (West Germany). Unsteady vortex airfol interaction p 145 N86-27240 McDonnell Aircraft Co., St. Louls, Mo. F/A-18 software development A case study p 8 N83-22145 Effect of defects on aircraft composite structures p 155 N84-10221 Advanced F/A-18 avionics p 24 N84-15048 Avionics fault tree analyzer p 25 N84-15053 The F-15 flight loads tracking program p 45 N84-15666 Avionics fault tree analysis and artifical intelligence for future aircraft maintenance p 50 N85-16755 experience with the F/A-18A digital flight control system p 122 N85-26742 Operational and developmental experience with the
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 224 N86-26827 Foveal flashes and human performance p 225 N86-26823 LITEF, Freiburg (West Germany). Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Litton Guidance and Control Systems, Woodland Hills, Calif. Laser gyroscope random walk determination using a fast filtering technique p 67 N85-26647 Litton Technische Werke, Freiburg (West Germany). Software verification of a civil avionic AHR system p 7 N83-22138 Initial alignment and augmentation of the ARIINC 705 strapdown AHRS LTR-81 p 88 N84-25699 LMT Radioprofessionelle, Boulogne-Billiancourt (France). Asynchronous transmission with strong spectral spread p 177 N85-19300 Lockheed-California Co., Burbank. Preliminary Aeroelastic Design of Structures (PADS) methods development and application p 14 N84-11117 Penodic loading sequences for the systematic marking of fatigue crack fracture surfaces p 200 N85-24329 Demonstration of relaxed stability on a commercial	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p.99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques Practical aspects of digital implementation of control laws Mainz Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p.219 N85-31808 Manchester Coll. of Science and Technology (England). Occupancy measurements across the entire HF spectrum p.164 N83-30902 Manchester Univ. (England). Inviscid compressible flow past a multi-element aerofol mached to the composition of the status of LLTV for avionic applications p.13 N83-34892 Thermal imaging for avionic applications p.13 N83-34893 Marconi Avionics Ltd., Besidon (England). Requirements decomposition and other myths Requirements decomposition and other myths P.1 N83-22120 The use of high order languages on microprocessors p.5 N83-22120 The use of high order languages on microprocessors p.5 N83-22120 Configuration management and the ADA programming support environment p.7 N83-22120 Light emitting diodes p.8 N83-30419 Marconi Avionics Ltd., Rochester (England). Ground and flight testing on the fty-by-wive Jaguar equipped with a full three quadruples digital integrated flight	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Parts-Veltzy (France). Multifunction spacecraft attitude p 139 N84-22611 A floating point processor for missile guidance p 139 N84-22611 A floating point processor for missile guidance p 139 N86-28366 MATRA Service Aerodynamique, Veltzy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems p 141 N84-31250 Max-Planck-Inst. fuer Aeronomie, Kattemburg-Lindau (West Germany). VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Direct, in-situ measurements of irregularities in the mesosphere (85 - 50 km) at 69 deg N (Anderes, Norway) Max-Planck-Institut fuer Stroemungaforschung, Goettingen (West Germany). Unsteady vortex airfol interaction p 145 N86-27240 McDonnetl Aircraft Co., 31. Louks, Mo. F/A-18 software development: A case study p 8 N83-22145 Effect of defects on aircraft composite structures p 155 N84-10221 Advanced F/A-18 avonics p 24 N84-15048 Avionics fault tree analyzer p 25 N84-15053 p 46 N84-15048 Avionics fault tree analysis and artifical intelligence for future aircraft maintenance p 5 NN5-15666 Avionics fault tree analysis and artifical intelligence for future aircraft maintenance p 5 NN5-15666 Avionics fault tree analysis and artifical intelligence for future aircraft maintenance p 5 NN5-15666 Avionics fault tree analysis and artifical intelligence for future aircraft maintenance p 5 NN5-15666 Avionics fault tree analysis and artifical intelligence for future aircraft maintenance p 5 NN5-15666 Avionics fault tree analysis and artifical intelligence for future aircraft maintenance p 5 NN5-15666 Avionics fault free analysis and artifical intelligence for future aircraft maintenance p 5 NN5-15666 Avionics fault free analysis and artifical intelligence for future aircraft maintenance p 5 NN5-15666
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 224 N86-26827 Foveal flashes and human performance p 224 N86-26822 Permanent visual change associated with punctate foveal lesions p 225 N86-26823 LITEF, Freiburg (West Germany). Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Litton Guldence and Control Systems, Woodland Hills, Calif. Laser gyroscope random walk determination using a fast filtering technique p 67 N85-26847 Litton Technische Werke, Freiburg (West Germany). Software vertication of a chill annow. AHR system p 7 N83-22138 initial alignment and augmentation of the Arithor. 705 strapdown AHRS LTR-81 p 88 N84-25699 LITT Radioprofessionelle, Boulogne-Billiancourt (France). Asynchronous transmission with strong spectral spread p 177 N85-19300 Lockheed-California Co., Burbank. Preimmary Aeroelastic Design of Structures (PADS) methods development and application p 14 N84-11117 Periodic loading sequences for the systemitic marking of latigue crack fracture surfaces p 200 N85-24329 Demonstration of relaxed stability on a commercial transport	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p. 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p. 120 N84-10096 Practical aspects of digital implementation of control laws Mainz Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p. 19 N85-31808 Manchester Coll. c.f. Science and Technology (England). Occupancy measurements across the entire HF spectrum p. 164 N83-30902 Manchester Univ. (England). Inviscid compressible flow past a multi-element aerofol p. 51 N85-16776 Marconi Avionics Ltd., Besildon (England). The status of LLTV for avionic applications p. 13 N83-34892 Thermal imaging for avionic applications p. 13 N83-34893 Marconi Avionics Ltd., Boreham Wood (England). Requirements decomposition and other myths p. 4 N83-22117 The mentor approach to requirements specification p. 5 N83-22126 Configuration management and the ADA programming support environment p. 6 N83-2213 An eight point testing strategy for real time software p. 7 N83-22148 Light emitting diodes p. 98 N83-30419 Marconi Avionics Ltd., Rochester (England). Ground and flight testing on the fly-by-wire Jaguar equipped with a full time quadruplex digital integrated flight control system p. 3	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Parts-Velizy (France). Multifunction spacecraft attitude p 139 N84-24611 A floating point processor for missile guidance p 131 N86-28366 MATRA Service Aerodynamique, Velizy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems p 141 N84-31250 Max-Planck-Inst. fuer Aeronomie, Katlemburg-Lindau (West Germany). VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Direct, in-situ measurements of irregularities in the mesosphere (85 · 50 km) at 69 deg N (Andenes, Norway) Direct, in-situ measurements of irregularities in the mesosphere (85 · 50 km) at 69 deg N (Andenes, Norway). Unsteady vortex airfol interaction p 145 N86-27240 McDonnell Aixcraft Co., St. Louis, Mo. F/A-18 software development A case study p 8 N83-22145 Effect of defects on aircraft composite structures p 155 N84-10221 Advanced F/A-18 avionics p 155 N84-10221 Advanced F/A-18 avionics p 25 N84-15043 The F-15 flight loads tracking program Autonics fault tree analysis and artificial intelligence for future aircraft maintenance p 50 N85-16755 Operational and developmental experience with the F/A-18A digital flight control system p 126 N85-27420
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 224 N86-26827 Foveal flashes and human performance p 224 N86-26822 Permanent visual change associated with punctate foveal lesions p 225 N86-26823 LITEF, Freiburg (West Germany). Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Litton Guldance and Control Systems, Woodland Hills, Calif. Laser gyroscope random walk determination using a fast hittening technique p 67 N85-26847 Litton Technische Werke, Freiburg (West Germany). Software verification of a civil avionic AHR system p 7 N83-22138 initial alignment and augmentation of the ARINC 705 strapdown AHRS LTR-81 p 88 N84-25699 Litt Radioprofessionelle, Boulogne-Billiancourt (France). Asynchronous transmission with strong spectral spread p 177 N85-19300 Lockheed-California Co., Burbank. Preliminary Aeroelastic Design of Structures (PADS) methods development and application p 14 N84-11117 Periodic loading sequences for the systemiatic marking of latigue crack fracture surfaces p 200 N65-24329 Demonistration of relaxed stability on a commercial transport p 122 N85-27869 A general theory of arbitrary motion aerodynamics commercial transport p 72 N86-11157	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p.99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques Practical aspects of digital implementation of control laws Mainz Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p.219 N85-31808 Manchester Coll. cf Science and Technology (England). Occupancy measurements across the entire HF spectrum p.164 N83-30902 Manchester Univ. (England). Inviscid compressible flow past a multi-element aerofol p.51 N85-16776 Marconi Avionics Ltd., Baeildon (England). The status of LLTV for avionic applications P.13 N83-34892 Thermal imaging for avionic applications P.13 N83-34893 Marconi Avionics Ltd., Boreham Wood (England). Requirements decomposition and other myths P. N83-2217 The mentor approach to requirements specification p.5 N83-2217 The use of high order languages on microprocessors p.5 N83-22120 Configuration management and the ADA programming support environment p.7 N83-22134 Light emitting diodes p.7 N83-22131 An eight point testing strategy for real time software p.7 N83-22131 Light emitting diodes p.7 N83-22110 Dissimilar software in high integrity applications in flight control system p.3 N83-22111 Dissimilar software in high integrity applications in flight control system p.7 N83-22110	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Parts-Veltzy (France). Multifunction spacecraft attitude p 139 N84-22611 A floating point processor for missile guidance p 139 N84-22611 A floating point processor for missile guidance p 139 N86-28366 MATRA Service Aerodynamique, Veltzy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems p 141 N84-31250 Max-Planck-Inst. fuer Aeronomie, Kattemburg-Lindau (West Germany). VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Direct, in-situ measurements of irregularities in the mesosphere (85 - 50 km) at 69 deg N (Anderes, Norway) Max-Planck-Institut fuer Stroemungaforschung, Goettingen (West Germany). Unsteady vortex airfol interaction p 145 N86-27240 McDonnetl Aircraft Co., 31. Louks, Mo. F/A-18 software development: A case study p 8 N83-22145 Effect of defects on aircraft composite structures p 155 N84-10221 Advanced F/A-18 avonics p 24 N84-15048 Avionics fault tree analyzer p 25 N84-15053 p 46 N84-15048 Avionics fault tree analysis and artifical intelligence for future aircraft maintenance p 5 NN5-15666 Avionics fault tree analysis and artifical intelligence for future aircraft maintenance p 5 NN5-15666 Avionics fault tree analysis and artifical intelligence for future aircraft maintenance p 5 NN5-15666 Avionics fault tree analysis and artifical intelligence for future aircraft maintenance p 5 NN5-15666 Avionics fault tree analysis and artifical intelligence for future aircraft maintenance p 5 NN5-15666 Avionics fault tree analysis and artifical intelligence for future aircraft maintenance p 5 NN5-15666 Avionics fault free analysis and artifical intelligence for future aircraft maintenance p 5 NN5-15666 Avionics fault free analysis and artifical intelligence for future aircraft maintenance p 5 NN5-15666
An ionospheric mode detection system for HF communications application p 174 N85-19282 Letterman Army Inst. of Research, San Francisco, Calif. Computer visual simulation of contrast sensitivity deficits induced by laser and chemical antidote exposure p 223 N86-26813 Effects of broad-banded eye protection on dark adaptation p 224 N86-26817 Foveal flashes and human performance p 224 N86-26822 Permanent visual change associated with punctate foveal lesions p 225 N86-26822 Permanent visual change associated with punctate foveal lesions p 25 N86-26822 LITEF, Freiburg (West Germany). Documentation and separate test program development is most important for test/maintenance p 49 N85-16745 Litton Guldence and Control Systems, Woodland Hills, Calif. Laser gyroscope random walk determination using a fast filtering technique p 67 N85-26647 Litton Technische Werke, Freiburg (West Germany). Software vertication of a civil avionic AHR system p 7 N83-22138 initial alignment and augmentation of the ARINC 705 strapdown AHRS LTR-81 p 88 N84-25699 Littif Radioprofessionelle, Boulogne-Billiancourt (France). Asynchronous transmission with strong spectral spread p 177 N85-19300 Lockhead-California Co., Burbank. Preliminary Aeroelastic Design of Structures (PADS) methods development and application p 14 N84-11117 Periodic loading sequences for the systematic marking of latigue crack fracture surfaces p 200 N85-24329 Demonstration of relaxed stability on a commercial transport p 128 N85-27898 A general theory of arbitrary motion serodynamics using	Lufthensa G.m.b.H., Hamburg (West Germany). Cost efficient on board power for airline operation p. 99 N84-12180 Lund Inst. of Tech. (Sweden). Modeling and simulation techniques p. 120 N84-10096 Practical aspects of digital implementation of control laws Milliams Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p. 219 N85-31808 Mainz Univ. (West Germany). The European vestibular experiments of the Spacelab-1 mission p. 219 N85-31808 Manchester Coll. cf Science and Technology (England). Occupancy measurements across the entire HF spectrum p. 164 N83-30902 Manchester Univ. (England). Inviscid compressible flow past a multi-element aerofol p. 51 N85-16776 Marconi Avionics Ltd., Besildon (England). The status of LLTV for avionic applications p. 13 N83-34892 Thermal imaging for avionic applications p. 13 N83-34893 Marconi Avionics Ltd., Boreham Wood (England). Requirements decomposition and other myths p. 4 N83-22172 The use of high order languages on microprocessors p. 5 N83-22126 Configuration management and the ADA programming support environment p. 6 N83-22131 An eight point testing strategy for real time software p. 7 N83-22134 Light emitting diodes p. 98 N83-32419 Marconi Avionics Ltd., Rochester (England). Ground and flight testing on the fly-by-wive Jaguar equipped with a full time quadruplex digital integrated flight control system Diseminary and means are surfaced flight control system Diseminary and means are surfaced flight control system Diseminary and means are surfaced flight control system.	The computer aided specification system Easy p 5 N83-22121 MATRA Espace, Parts-Veltzy (France). Multifunction spacecraft attitude estimation and navigation system p 139 N84-24611 A floating point processor for missile guidance p 191 N86-28366 MATRA Service Aerodynamique, Veltzy-Villacoublay (France). Method for designing future weapons systems: Example of the very short distance ground-air systems p 141 N84-31250 Max-Planck-Inst. fuer Aeronomie, Kattenburg-Lindau (West Germany). VHF-long-distance-propagation by auroral backscatter p 161 N83-30879 Direct, in-situ measurements of irregularities in the mesosphere (85 - 50 km) at 69 deg N (Andenes, Norway) Max-Planck-Institut fuer Stroemungaforschung, Goettingen (West Germany). Unsteady vortex airdic interaction p 145 N86-27240 McDonnell Altroraft Co., 31. Louls, Mo. F/A-18 software development: A case study p 8 N83-22145 Effect of defects on aircraft composite structures p 155 N84-10021 Advanced F/A-18 avionics p 125 N84-15048 Avionics fault tree analyzer p 25 N84-15048 Avionics fault tree analyzer p 25 N84-15048 Avionics fault tree analysis and artifical intelligence for future aircraft maintenance p 50 N85-16755 Operational and developmental experience with the F/A-18A digital flight control system p 126 N85-27895 Messerschmitt-Bootkow-Stohm/Entwicktungspring

Messerschmitt-Boelkow-Blohm G.m.b.H., Bremen	Programme (EAP) demonstration aircraft	Review of SMP 1984 Symposium on Transonic Unsteady
(West Germany). Problems of system identification in flight vibration	p 128 N85-27908	Aerodynamics and its Aeroelastic Applications
testing	The role of simulation p 70 N85-28919	p 144 N86-27236
[AGARD-R-720] p 121 N64-25718	Numerical solutions for three-dimensional cases: Swept	
Evaluation of operational loads to verify structural	wings p 83 N86-15263	A1
design p 46 N85-15677	Cockpit automation requirements derived from mission	N
Active and passive shock/boundary layer interaction	functions data p 88 N86-26318	
control on supercritical airfoils p 54 N85-16795	FLIR, NVG and HMS/D systems for helicopter operation	Napies Univ. (Italy).
The application of transonic unsteady methods for	Review p 222 N86-26804 Messerschmitt-Boelkow-Blohm G.m.b.H., Ottobrunn	Turbulent bubbles behind airfoils and wings at high angle
calculation of flutter airloads p 65 N85-25186	(West Germany).	of attack p 52 N85-16779
Data set 8: ZKP wing, oscillating alleron	Vortex flow simulations past wings using the	National Aero- and Astronautical Research Inst.,
p 82 N85-31029	Euler-equations p 78 N84-12118	Amsterdam (Netherlands).
Messerschmitt-Boelkow-Blohm G.m.b.H., Hamburg	Some flight test results with redundant digital flight	How to handle failures in advanced flight control systems of future transport aircraft p 123 N85-26752
(West Germany).	control systems p 122 N85-26739	
APU operational efficiency p 99 N84-12181	Messerschinitt-Boelkow-Blohm G.m.b.H.,	National Aeronautical Establishment, Ottawa (Ontario). A Canadian approach to flutter clearance for external
Reaksation of relaxed static stability on a commercial transport p 123 N85-26746	Schrobenhausen (West Germany).	stores p 117 N83-22216
transport p 123 N85-26746 Realisation of relaxed static stability on a commercial	Warheads for SAM systems p 142 N84-31257	The speech signal p 165 N83-34181
transport p 126 N85-27899	Messerschmitt-Boelkow-Biohm G.m.b.H., Toulouse	Speaker differences in speech and speaker
Messerschmitt-Boelkow-Biohm G.m.b.H., Munich (West	(France).	recognition p 166 N83-34184
Germany).	Structural flight load measurement demonstration of	Viscous three-dimensional flow separations from
On validation of mission-software by closed-loop testing	structural integrity p 45 N85-15670	high-wing propeller-turbine nacelle models
in realtime p 3 N83-22106	Messerschmitt-Boelkow-Blohm/Vereinigte	p 78 N84-12115
Flight test expenence with a digital integrated guidance	Flugtechnische Werke G.m.b.H., Bremen (West Germany).	The use of flight recorders in the investigation of aircraft
and control system in a CCV fighter aircraft	Generation of marker lines by means of marker loads	mishaps p 28 N84-15078
p 3 N83-22110	p 200 N85-24327	Prediction of resonance frequencies for ventilated wall
Software development: Design and reality	Messerschmitt-Boelkow G.m.b.H., Munich (West	wind tunnels p 34 N84-23580
p 4 N83-22114	Germany).	Recent developments and future directions in dynamic
Safety critical fast-real-time systems p 6 N83-22128	Flutter investigations in the transonic flow regime for a	stability research at NAE, Ottawa p 35 N84-23582
On aircraft test software for first line maintenance	fighter type aircraft p 117 N83-22217	Trace elements and residual elements in superalloys
p 9 N83-22152	Gust alleviation on a transport airplane	p 152 N84-33487
Ground and flight test techniques used for proof of	p 148 N86-27259	Problems and possibilities for life extension in gas turbine
structural integrity of the Tornado combat aircraft p 12 N83-30377	Meteorological Office, Bracknell (England).	components p 105 N85-15742 Reference test cases and contributors
Spacecraft thermal control selection for seven years	Meteorological and oceanographic support during the	p 83 NB6-15261
Internal control selection for seven years	Falkiands conflict p 234 N85-20769	National Aeronautics and Space Administration,
Candidate materials for pretensioned membranes of	Michigan State Univ., East Lansing.	Washington, D.C.
fibre composite materials for space application	Corrosion management strategies for aircraft and related	Weather hazard simulation in the Modane
p 136 NB3-30488	systems p 156 N85-33239	wind-tunnels
The MBB combined effects chamber for real time and	Relating corrosion maintenance to environmental factors p 157 N85-33247	(NASA-TM-77069) p 130 N83-30438
accelerated tests under simulated space environment	Middle East Technical Univ., Ankara (Turkey).	Organizational structure and operation of
p 137 NB3-30494	Medium wave groundwave propagation	defense/aerospace information centers in the United
Experimental investigation of delaminations in carbon	model-numerical and experimental results	States of America p 240 N83-31535
fibre composite p 153 N84-10209	p 161 N83-30885	Spacecraft control research at NASA
Aeroelastic design considerations in the development	Aeroacoustic noise measurements in wind tunnel	p 138 N84-24604
of helicopters p 16 N84-11126	p 35 N84-23584	Status of the National Space Transportation System
Preliminary design of aircraft using structural optimization methods p 17 N84-11133	Maintenance and the military environment	p 234 N85-20772 Shuttle/Centaur upper stage capability
optimization methods p 17 N84-11133 Increasing significance of electromagnetic effects in	p 157 N85-33243	p 235 N85-20773
modern aircraft development p 23 N84-15041	Militair Hospitaal Dr. A. Mathijsen, Utrecht	Earth resources research using the Shuttle Imaging
Concept of a fighter aircraft weapon delivery system	(Netherlands).	Radar system p 235 N85-20779
p 26 N84-15064	Systematic radiographic examination of the spine for	National Aeronautics and Space Administration. Ames
Concepts for avionic and weapon integration facilities	selection of F-16 pilots: A preliminary report p 227 N86-30323	Research Center, Moffett Field, Calif.
p 27 N84-15070	Minho Univ., Braga (Portugal).	NASA/RAE collaboration on nonlinear control using the
Software testing of safety critical systems	Damage tolerance acceptance methods in structural	F-8C digital fly-by-wire aircraft p.3 N83-22109
p 28 N84-15073	components of a medium carbon steel and a medium	Flight and wind-tunnel correlation of boundary-layer
Tornado autopilot measures to ensure survivability after	strength Al-Mg alloy p 108 N86-25367	transition on the AEDC transition cone
failures p 30 N84-15094	Ministry of Agriculture, Fisheries and Food, London	p 10 N83-30363
New flight deck design in the light of the operational	(England).	Helicopter simulation validation using flight data
capabilities p 31 N84-15097	Scientific and technical report services	p 11 N83-30372
A technique to determine lift and drag polars in flight p 41 N84-34402	p 240 N83-31536	Real-time flutter analysis of an active flutter-suppression system on a remotely piloted research aircraft
Aircraft tests in the clearance program for the use of a	Ministry of Defence, London (England).	p 12 N83-30380
combat aircraft from a runway after damage repair	The military user view of software support throughout	Control of the forebody vortex orientation by asymmetric
p 42 N84-34404	the in-service life of avionic systems p 8 N83-22149	air injection. Part A. Application to enhance departure/spin
Flight test techniques used for proof of structural integrity	Some comments on the hazards associated with	recovery of fighter aircraft and Part B: Details of the flow
of Tornado when carrying external stores	manoeuvring flight in severe turbulence at high speed and	structure p 119 N84-10088
	low attitude = 20 Me+ +5000	Siluctore pills 1404-10000
p 43 N84-34413	low altitude p 30 N84-15089	On issues concerning flow separation and vortical flows
Built-in-test for first line testing p 48 N85-16739	Operational loads measurement: A philosophy and its	On issues concerning flow separation and vortical flows in three dimensions p.75 N84-12100
Built-in-test for first line testing p 48 N85-16739 Experience in using on-aircraft software for testing	Operational loads measurement: A philosophy and its implementation p 44 N85-15665	On issues concerning flow separation and vortical flows in three dimensions p.75 N84-12100 Numerical simulation of vortex breakdown by the
Built-in-test for first line testing p 48 NB5-16739 Experience in using on-aircraft software for testing integrated systems p 49 NB5-16747	Operational loads measurement: A philosophy and its implementation p 44 N85-15665 Ministry of Defence, Paris (France).	On issues concerning flow separation and vortical flows in three dimensions p. 75 N84-12100 Numerical simulation of vortex breakdown by the vortex-fliament method p.79 N84-12126
Built-in-test for first line testing p 48 N85-16739 Experience in using on-aircraft software for testing integrated systems p 49 N85-16747 Theoretical study of boundary-layer control	Operational loads measurement: A philosophy and its implementation p 44 N85-15865 Ministry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The	On issues concerning flow separation and vortical flows in three dimensions p.75 Ne4-12100 Numerical simulation of vortex breakdown by the vortex-filament method Augmentation of fighter-aircraft performance by
Built-in-test for first line testing p. 48. N85-16739 Experience in using on-arcraft software for testing integrated systems p. 49. N85-16747 Theoretical study of boundary-layer control p. 52. N85-16784	Operational loads measurement: A philosophy and its implementation p 44 N85-15865 Milestry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The present and the future p 5 N83-22124	On issues concerning flow separation and vortical flows in three dimensions p.75. N84-12100. Numerical simulation of vortex breakdown by the vortex-filament method p.79. N84-12126 Augmentation of fighter-aircraft performance by spanwise blowing over the wing leading edge.
Built-in-test for first line testing p. 48. N85-16739 Experience in using on-aircraft software for testing integrated systems p. 49. N85-16747 Theoretical study of boundary-layer control p. 52. N85-16784 Evaluation of nose, roof, and mast mounted sensor	Operational loads measurement: A philosophy and its implementation p 44 N85-15865 Ministry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The	On issues concerning flow separation and vortical flows in three dimensions p.75 N84-12100 Numerical simulation of vortex breakdown by the vortex-filament method p.79 N84-12126 Augmentation of lighter-aircraft performance by spanwise blowing over the wing leading edge p.80 N84-12133
Built-in-test for first line testing p 48 N85-16739 Experience in using on-arcraft software for testing integrated systems p 49 N85-16747 Theoretical study of boundary-layer control p 52 N85-16784 Evaluation of nose, roof, and mast mounted sensor platforms for piloting and sighting, integrated in future	Operational loads measurement: A philosophy and its implementation p. 44. N85-15665. Ministry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The present and the future p. 5. N83-22124. Ministry of National Defence, Athens (Greece).	On issues concerning flow separation and vortical flows in three dimensions p.75 N84-12100 Numerical simulation of vortex breakdown by the vortex-filament method p.79 N84-12126 Augmentation of fighter-aircraft performed by spanwise blowing over the wing leading edge p.80 N84-12133 Design, development and flight test of a demonstration
Butt-in-test for first line testing p. 48. N85-16739 Experience in using on-aircraft software for testing integrated systems p. 49. N85-16747 Theoretical study of boundary-layer control p. 52. N85-18784 Evaluation of nose, roof, and mast mounted sensor platforms for piloting, and sighting, integrated in future combat heticopters.	Operational loads measurement: A philosophy and its implementation p. 44. N85-15665. Ministry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The present and the future p.5. N83-22124. Ministry of National Defence, Athens (Greece). On the generation of vortical flow at hypersonic speeds over elliptical cones. p. 78. N84-12114.	On issues concerning flow separation and vortical flows in three dimensions p.75 N84-12100 Numerical simulation of vortex breakdown by the vortex-filament method p.79 N84-12126 Augmentation of lighter-aircraft performance by spanwise blowing over the wing leading edge p.80 N84-12133 Design, development and flight test of a demonstration advanced avionics system p.27 N84-15067
Butt-in-test for first line testing p. 48. N85-16739 Experience in using on-arcraft software for testing integrated systems p. 49. N85-16747 Theoretical study of boundary-layer control p. 52. N85-16784 Evaluation of nose, root, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopter of sevelopment.	Operational loads measurement: A philosophy and its implementation p. 44 N85-15665 Ministry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The present and the future p. 5 N83-22124 Ministry of National Defence, Athens (Greece). On the generation of vortical flow at hypersonic speeds	On issues concerning flow separation and vortical flows in three dimensions p.75. N84-12100 Numerical simulation of vortex breakdown by the vortex-filament method. P.79. N84-12126 Augmentation of lighter-aircraft performance by spanwise blowing over the wing leading edge. p.80. N84-12133 Design, development and flight test of a demonstration advanced airconics system. p.27. N84-15067 Incident reporting. Its role in avation safety and the
Built-in-test for first line testing p. 48. N85-16739 Experience in using on-arcraft software for testing integrated systems p. 49. N85-16747 Theoretical study of boundary-layer control p. 52. N85-16784 Evaluation of nose, roof, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters. Advanced flight simulation for helicopter development p. 57. N85-16815	Operational loads measurement: A philosophy and its implementation p.44 N85-15655 Ministry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The present and the future p.5 N83-22124 Ministry of National Defence, Athens (Greece). On the generation of vortical flow all hypersonic speeds over elliptical cones p.78 N84-12114 Ministry of National Defence, Brussets (Belglum).	On issues concerning flow separation and vortical flows in three dimensions p.75 N84-12100 Numerical simulation of vortex breakdown by the vortex-filament method p.79 N84-12126 Augmentation of fighter-aircraft performance by spanwise blowing over the wing leading edge p.80 N84-12133 Design, development and flight test of a demonstration advanced awonics system p.27 N84-15067 incident reporting. Its role in aviation safety and the acquisition of human error data p.29 N84-1508
Butt-in-test for first line testing p. 48. N85-16739 Experience in using on-arcraft software for testing integrated systems p. 49. N85-16747 Theoretical study of boundary-layer control p. 52. N85-16784 Evaluation of nose, root, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopter of sevelopment.	Operational loads measurement: A philosophy and its implementation p.44 N85-15655 Ministry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The present and the future p.5 N83-22124 Ministry of National Defence, Athens (Greece). On the generation of vortical flow at hypersonic speeds over elliptical cones. p.78 N84-12114 Ministry of National Defence, Brussets (Belglum). Companison of networks for document access. p.241 N83-31543 Mittre Corp., Bedford, Mass.	On issues concerning flow separation and vortical flows in three dimensions p.75. N84-12100 Numerical simulation of vortex breakdown by the vortex-filament method. P.79. N84-12126 Augmentation of lighter-aircraft performance by spanwise blowing over the wing leading edge. p.80. N84-12133 Design, development and flight test of a demonstration advanced airconics system. p.27. N84-15067 Incident reporting. Its role in avation safety and the
Butt-in-test for first line testing p. 48. N85-16739 Experience in using on-aircaft software for testing integrated systems p. 49. N85-16747 Theoretical study of boundary-layer control p. 52. N85-16784 Evaluation of nose, root, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopiters p. 56. N85-16088 Advanced flight simulation for helicopiter development p. 57. N85-16818 Flight tests with a new helicopiter Force Feel System (FFS) p. 57. N85-16818 Composite repair of aircraft structures	Operational loads measurement: A philosophy and its implementation p. 44. N85-15665. Ministry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The present and the future. p. 5. N83-22124. Ministry of National Defence, Athens (Greece). On the generation of vortical flow at hypersonic speeds over elliptical cones. p. 78. N84-12114. Ministry of National Defence, Brussets (Belgium). Companson of networks for document access. p. 241. N83-31543. Mitre Corp., Bedford, Mass. HF equipment: Receivers, transmitters, synthesizers.	On issues concerning flow separation and vortical flows in three dimensions p.75. Net-12100 Numerical simulation of vortex breakdown by the vortex-filament method. Augmentation of lighter-aircraft performance by spanwise blowing over the wing leading edge p.80. N64-12133 Design, development and flight test of a demonstration advanced avionics system p.27. N84-15061 Incident reporting. Its role in aviation safety and the acquisition of luminar error data. p.29. N84-15081 Pilot human factors in stall/spin accidents of supersonic fighter aircraft.
Butt-in-test for first line testing p 48 N85-16739 Experience in using on-aircraft software for testing p 49 N85-16747 Theoretical study of boundary-layer control p 52 N85-18784 Evaluation of nose, roof, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters and p 56 N85-16808 Advanced flight simulation for helicopter development p 57 N85-16815 Flight tests with a new helicopter Force Feel System (FFS) p 57 N85-16818 Composite repair of aircraft structures p 156 N85-17059	Operational loads measurement: A philosophy and its implementation p. 44. N85-15665. Ministry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The present and the future p.5. N83-22124. Ministry of National Defence, Athens (Greece). On the generation of vortical flow at hypersonic speeds over eligitical cones. p. 78. N84-12114. Ministry of National Defence, Brussets (Belgium). Companson of networks for document access. p. 241. N83-31543. Mitre Corp., Bedford, Mass. HF equipment: Receivers, transmitters, synthesizers, and peripherats.	On issues concerning flow separation and vortical flows in three dimensions p.75. N84-12100 Numerical simulation of vortex breakdown by the vortex-filament method. p.79. N84-12126 Augmentation of lighter-aircraft performance by spanwise blowing over the wing leading edge. p.80. N84-12133 Design, development and flight test of a demonstration advanced avionics system. p.27. N84-15067 Incident reporting. Its role in aviation safety and the acquisition of human error data. p.29. N84-15081 Pilot human factors in stall/spin accidents of supersoric tighter aircraft. p.32. N84-15102 V/STOL concepts in the United States. Past, present, and future. p.39. N84-25628
Built-in-test for first line testing p 48 N85-16739 Experience in using on-aircaft software for testing integrated systems p 49 N85-16747 Theoretical study of boundary-layer control p 52 N85-16784 Evaluation of nose, roof, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters p 56 N85-16808 Advanced flight simulation for helicopter development p 57 N85-16815 Flight tests with a new helicopter Force Feel System (FFS) Composite repair of aircraft structures p 156 N85-17059 Observations of physiological and psychological effects	Operational loads measurement: A philosophy and its implementation p. 44 N85-15665 Ministry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The present and the future p. 5 N83-22124 Ministry of National Defence, Athens (Greece). On the generation of vortical flow at hypersonic speeds over elliptical cones p. 78 N84-12114 Ministry of National Defence, Brussets (Belglum). Companson of networks for document access p. 241 N83-31543 Mittre Corp., Bedford, Mass. HF equipment: Receivers, transmitters, synthesizers, and peripherals p. 159 N83-30869 SHF/EHF ray bending p. 182 N86-27541	On issues concerning flow separation and vortical flows in three dimensions p.75 N84-12100 Numerical simulation of vortex breakdown by the vortex-filament method. Augmentation of fighter-aircraft performance by spanwise blowing over the wing leading edge p. 80 N84-12133 Design, development and flight test of a demonstration advanced aivonics system. p. 27 N84-15067 Incident reporting. Its role in aivation safety and the acquisition of human error data. p. 29 N84-15081 Pilot human factors in stall/spin accidents of supersonic fighter aircraft. p. 12 N84-15020 V/STOL concepts in the United States. Past, present, and future. p. 39 N84-25628 V/STOL maneuverability and control.
Butt-in-test for first line testing p 48 N85-16739 Experience in using on-aircaft software for testing p 49 N85-16747 Theoretical study of boundary-layer control p 52 N85-16784 Evaluation of nose, roof, and mast mounted sensor platforms for piloting and sighting, integrated in future combat heticopters p 56 N85-16808 Advanced flight simulation for heticopter development p 57 N85-16815 Flight tests with a new helicopter Force Feel System (FFS) p 57 N85-16818 Composite repear of aircraft structures p 156 N85-17059 Observations of physiological and psychological effects of terram following flight based on in-flight test	Operational loads measurement: A philosophy and its implementation p. 44. N85-15665. Ministry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The present and the future p.5. N83-22124. Ministry of National Defence, Athens (Greece). On the generation of vortical flow at hypersonic speeds over elliptical cones. p. 78. N84-12114. Ministry of National Defence, Brussets (Belgium). Companison of networks for document access. p. 241. N83-31543. Mitre Corp., Bedford, Mass. HF equipment: Receivers, transmitters, synthesizers, and peripherals. p. 159. N83-30869. SHF/EHF ray bending. p. 182. N86-27f-41. A revolutionary design method for VLS1 signal.	On issues concerning flow separation and vortical flows in three dimensions p.75. Ne4-12100. Numerical simulation of vortex breakdown by the vortex-filament method. P.79. N84-12126. Augmentation of fighter-aircraft performance by spanwise blowing over the wing leading edge. p.80. N84-12133. Design, development and flight test of a demonstration advanced avortics system p.27. N84-15067. Incident reporting. Its role in aviation safety and the acquisition of human error data. P.29. N84-15081. Pilot human factors in stall/spin accidents of supersonic fighter aircraft. p.32. N84-15102. V/STOL concepts in the United States. Past, present, and future. p.39. N84-25628. V/STOL maneuverability and control.
Built-in-test for first line testing p 48 N85-16739 Experience in using on-arcraft software for testing integrated systems p 49 N85-16747 Theoretical study of boundary-layer control p 52 N85-16746 Evaluation of nose, root, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters p 56 N85-16808 Advanced flight simulation for helicopter development p 57 N85-16815 Flight tests with a new helicopter Force Feel System (FFS) p 57 N85-16818 Composite repair of arcraft structures p 56 N85-17059 Observations of physiological and psychological effects of terrain following flight based on in-flight test expensence p 228 N85-18651	Operational loads measurement: A philosophy and its implementation p. 44. N85-15665. Ministry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The present and the future p.5. N83-22124. Ministry of National Defence, Athens (Greece). On the generation of vortical flow at hypersonic speeds over eligitical cones. p. 78. N84-12114. Ministry of National Defence, Brussels (Belgium). Companson of networks for document access. p. 241. N83-31543. Mitre Corp., Bedford, Mass. HF equipment: Receivers, transmitters, synthesizers, and peripherals. p. 159. N83-30869. SHF/EHF ray bending p. 182. N86-2741. A revolutionary design method for VLSI signal processors.	On issues concerning flow separation and vortical flows in three dimensions p.75 N84-12100 Numerical simulation of vortex breakdown by the vortex-filament method. Augmentation of ighter-aircraft performance by spanwise blowing over the wing leading edge p.80 N84-12133. Design, development and flight test of a demonstration advanced avionics system p.27 N84-15067 Incident reporting. Its role in aviation safety 15067 Pilot human factors in stall/spin accidents of supersomic fighter aeroraft p.22 N84-15081. Pilot human factors in stall/spin accidents of supersomic fighter aeroraft p.23 N84-1502. V/STOL concepts in the United States. Past, present, and future p.39 N84-25628. V/STOL maneuverability and control p.40 N84-25632. V/STOL wind-tunnel testing. P.40 N84-25632.
Butt-in-test for first line testing p. 48. N85-16739 Experience in using on-aircaft software for testing integrated systems p. 49. N85-16747 Theoretical study of boundary-layer control p. 52. N85-16784 Evaluation of nose, root, and mast mounted sensor platforms for pilothing and sighting, integrated in future combat helicopters p. 58. N85-16808 Advanced flight simulation for helicopter development p. 57. N85-16815 Flight tests with a new helicopter Force Feel System (FFS) Composite repair of aircraft structures p. 156. N85-17059 Observations of physiological and psychological effects of terrain following flight based on in-flight test p. 229. N85-19657 Impact of future aircombat characteristics on pilot	Operational loads measurement: A philosophy and its implementation p. 44. N85-15865. Ministry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The present and the future p.5. N83-22124. Ministry of National Defence, Athens (Greece). On the generation of vortical flow at hypersonic speeds over elliptical cones p.78. N84-12114. Ministry of National Defence, Brussets (Belgium). Companson of networks for document access. p. 241. N83-31543. Mitre Corp., Bedford, Mass. H.F. equipment: Receivers, transmitters, synthesizers, and peripherals p.159. N83-30869. SHF/EHF ray bending p. 182. N86-2744. A revolutionary design method for VLSI signal processors. Moternal Turbinen-Union Miserichen G.m.b.H.	On issues concerning flow separation and vortical flows in three dimensions p.75. N84-12100 Numerical simulation of vortex breakdown by the vortex-filament method. Augmentation of lighter-aircraft performance by spanwise blowing over the wing leading edge p.80. N84-12133 Design, development and flight test of a demonstration advanced avionics system p.27. N84-1507 Incident reporting. Its role in aviation safety and the acquisition of human error data p.29. N84-15081 Pilot human factors in stall/spin accidents of supersonic fighter aircraft p.32. N84-15102 V/STOL concepts in the United States. Past, present, and future V/STOL maneuverability and control p.40. N84-25628 V/STOL wind-tunnel teisting p.40. N84-25632 Assessment of aerodynamic performance of V/STOL 4.
Butt-in-test for first line testing p 48 N85-16739 Experience in using on-arcraft software for testing integrated systems p 49 N85-16747 Theoretical study of boundary-layer control p 52 N85-16784 Evaluation of nose, root, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters p 58 N85-16808 Advanced flight simulation for helicopter development p 57 N85-16815 Flight tests with a new helicopter Force Feel System (FFS) p 156 N85-17059 Observations of physiological and psychological effects of terrain following flight based on in-flight test expenser following flight based on in-flight test expenser following flight characteristics on pilot proformance and cockpit design p 228 N85-189681	Operational loads measurement: A philosophy and its implementation p. 44. N85-15665. Ministry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The present and the future p.5. N83-22124. Ministry of National Defence, Athens (Greece). On the generation of vortical flow at hypersonic speeds over elliptical cones. p. 78. N84-12114. Ministry of National Defence, Brussets (Belgium). Companion of networks for document access. p. 241. N83-31543. Mitre Corp., Bedford, Mass. HF equipment: Receivers, transmitters, synthesizers, and peripherals. p. 159. N83-30669. SHF/EHF ray bending p. 182. N86-2741. A revolutionary design method for VLSI signal processors. Motoren- und Turbinen-Union Muerichen G.m.b.H. (West Germany).	On issues concerning flow separation and vortical flows in three dimensions p.75 N84-12100 Numerical simulation of vortex breakdown by the vortex-filament method. Augmentation of lighter-aircraft performance by spanwise blowing over the wing leading edge p.80 N84-12133 Design, development and flight test of a demonstration advanced avonics system p.27 N84-15067 Incident reporting. Its role in avabon safety and the acquisition of human error data. p.29 N84-15091 Pilot human factors in stall/spin accidents of supersonic fighter aircraft p.23 N84-15102 V/STOL concepts in the United States. Past, present, and future p.39 N84-25632 V/STOL wind-tunnel testing. p.40 N84-25633 Assessment of aerodynamic performance of V/STOL and STOVL fighter aircraft. p.40 N84-25633 Assessment of aerodynamic performance of V/STOL and STOVL fighter aircraft. p.40 N84-25631
Butt-in-test for first line testing p 48 N85-16739 Experience in using on-arcraft software for testing integrated systems p 49 N85-16747 Theoretical study of boundary-layer control p 52 N85-16784 Evaluation of nose, roof, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters p 56 N85-16808 Advanced flight simulation for helicopter development p 57 N85-16815 Flight tests with a new helicopter Force Feel System (FFS) Composite repair of arcraft structures p 156 N85-17059 Observations of physiological and psychological effects of terrain following flight based on in-flight test expensions of tuture arcombat characteristics on pilot performance and cockpit design p 229 N85-19661 Testing of the digital flight control system of the degrad person	Operational loads measurement: A philosophy and its implementation p. 44 N85-15865 Ministry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The present and the future p.5 N83-22124 Ministry of National Defence, Athens (Greece). On the generation of vortical flow at hypersonic speeds over eligitical cones. p. 78 N84-12114 Ministry of National Defence, Brussels (Belgium). Companson of networks for document access. p. 241 N83-31543 Mitre Corp., Bedford, Mass. HF equipment: Receivers, transmitters, synthesizers, and peripherals p. 159 N83-30869 SHF/EHF ray bending p. 182 N86-27/41 A revolutionary design method for VLSI signal processors p. 190 N86-28361 Motoren- und Turbinen-Union Muenchen G.m.b.H. (West Germany). Testing of turboshaft engines p. 131 N84-25729	On issues concerning flow separation and vortical flows in three dimensions p.75 N84-12100 Numerical simulation of vortex breakdown by the vortex-filament method. Augmentation of lighter-aircraft performance by spanwise blowing over the wing leading edge p.80 N84-12133. Design, development and flight test of a demonstration advanced avionics system p.27 N84-15067 Incident reporting. Its role in aviation safety and the acquisition of human error data p.29 N84-15081. Pilot human factors in stall/spin accidents of supersonic fighter aircraft p.32 N84-1502. V/STOL concepts in the United States. Past, present, and future. V/STOL maneuverability and control. V/STOL wind-tunnel testing p.40 N84-25632. V/STOL wind-tunnel testing p.40 N84-25633. Assessment of aerodynamic performance of V/STOL and STOVL fighter aircraft p.40 N84-25636. The development of an airborne instrumentation instrumentation instrumentation instrumentation.
Butt-in-test for first line testing p 48 N85-16739 Experience in using on-arcraft software for testing integrated systems p 49 N85-16747 Theoretical study of boundary-layer control Evaluation of nose, root, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters p 56 N85-16808 Advanced flight simulation for helicopter development p 57 N85-16808 (FFS) Composite repair of arcraft structures p 58 N85-17059 Observations of physiological and psychological effects of terrain following flight based on in-flight test expenserce p 29 N85-19657 Impact of future arcombat characteristics on pilot performance and cockpit design p 229 N85-19661 Testing of the digital flight control system of the German CCV fighter experimental arcraft p 83 N85-22361	Operational loads measurement: A philosophy and its implementation p. 44. N85-15665. Ministry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The present and the future p.5. N83-22124. Ministry of National Defence, Athens (Greece). On the generation of vortical flow at hypersonic speeds over elliptical cones p.78. N84-12114. Ministry of National Defence, Brussets (Belgium). Companson of networks for document access. p. 241. N83-31543. Mitre Corp., Bedford, Mass. HF equipment: Receivers, transmitters, synthesizers, and peripherals p.159. N83-30899. SHF/EHF ray bending p. 182. N86-274.1. A revolutionary design method for VLSI signal processors p.190. N86-2861. Moteren- und Turbinen-Union Muerichen G.m.b.H. (West Germany). Testing of furboshaft engines p.131. N84-25729. Measures for materials conservation in aero-engine.	On issues concerning flow separation and vortical flows in three dimensions p.75. N84-12100 Numerical simulation of vortex breakdown by the vortex-filament method. Augmentation of fighter-aircraft performance by spanwise blowing over the wing leading edge p.80. N84-12133 Design, development and flight test of a demonstration advanced avolnics system p.27. N84-15067 Incident reporting. Its role in aviation safety and the acquisition of human error data p.29. N84-15081 Pilot human factors in stall/spin accidents of supersonic fighter aircraft p.32. N84-15102 V/STOL concepts in the United States. Past, present. and future p.39. N84-25628 V/STOL maneuverability and control p.40. N84-25632 V/STOL wind-tunnel testing p.40. N84-25633 Assessment of aerodynamic performance of V/STOL and STOVL highter aircraft p.40. N84-25636 The development of an arborne instrumentation computer system for flight test. p.44. N84-34821
Built-in-test for first line testing p 48 N85-16739 Experience in using on-arcraft software for testing integrated systems p 49 N85-16747 Theoretical study of boundary-layer control p 52 N85-16784 Evaluation of nose, root, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters p 56 N85-16808 Advanced flight simulation for helicopter development (FFS) p 57 N85-16815 Flight tests with a new helicopter Force Feel System (FFS) p 57 N85-18818 Composite repair of arcraft structures p 156 N85-17059 Observations of physiological and psychological effects of terram following flight based on in-flight test expenser. et al., 186-18618 Testing of the digital flight control system of the German CCV fighter expenimental arcraft p 183 N85-22361 Do new arcraft need new technologies and carification	Operational loads measurement: A philosophy and its implementation p. 44. N85-15665. Ministry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The present and the future p.5. N83-22124. Ministry of National Defence, Athens (Greece). On the generation of vortical flow at hypersonic speeds over elliptical cones. p. 78. N84-12114. Ministry of National Defence, Brussets (Belgium). Companison of networks for document access. p. 241. N83-31543. Mitre Corp., Bedford, Mass. HF equipment: Receivers, transmitters, synthesizers, and peripherals. p. 159. N83-30669. SHF/EHF ray bending. p. 182. N86-2741. A revolutionary design method for VLSI signal processors. Motoren- unid Turbinen-Union Muenichen G.m.b.H. (West Germarry). Testing of turboshaft engines. p. 131. N84-25729. Measures for materials conservation in aero-engine construction.	On issues concerning flow separation and vortical flows in three dimensions p.75 N84-12100 Numerical simulation of vortex breakdown by the vortex-filament method. Augmentation of ighter-aircraft performance by spanwise blowing over the wing leading edge p.80 N84-12133 Design, development and flight test of a demonstration advanced avionics system p.27 N84-15067 Incident reporting. Its role in aviation safety and the acquisition of human error data. p.29 N84-15081 Pilot human factors in stall/spin accidents of supersonic lighter aircraft p.23 N84-15102 V/STOL concepts in the United States. Past, present, and future p.39 N84-25632 V/STOL maneuverability and control p.40 N84-25633 Assessment of aerodynamic performance of V/STOL and STOVL fighter size
Butt-in-test for first line testing p 48 N85-16739 Experience in using on-arcraft software for testing integrated systems p 49 N85-16747 Theoretical study of boundary-layer control p 52 N85-16784 Evaluation of nose, root, and mast mounted sensor platforms for pilothing and sighting, integrated in future combat helicopters p 58 N85-16808 Advanced flight simulation for helicopter development p 57 N85-16815 Flight tests with a new helicopter Force Feel System (FS) Composite repair of arcraft structures p 156 N85-17059 Diservations of physiological and psychological effects of terrain following flight based on in-flight test expenience in the properties of the disease of the position of physiological and psychological effects of terrain following flight based on in-flight test expenience and cockpit design Diservation of the digital flight control system of the German CCV fighter experimental aircraft Do new aircraft need new technologies and certification rules?	Operational loads measurement: A philosophy and its implementation p 44 N85-15865 Ministry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The present and the future p 5 N83-22124 Ministry of National Defence, Athens (Greece). On the generation of vortical flow at hypersonic speeds over elliptical cones p 78 N84-12114 Ministry of National Defence, Brussets (Belgium). Companson of networks for document access p 241 N83-31543 Mitre Cerp., Bedford, Mass. HF equipment: Receivers, transmitters, synthesizers, and peripherals p 159 N83-30869 SHF/EHF ray bending p 182 N86-2741 A revolutionary design method for VLSI signal processors p 190 N86-28361 Motoren- und Turbinen-Union Muerichen G.m.b.H. (West Germany). Testing of turboshaft engines p 131 N84-25729 Measures for materials conservation in aero-engine construction of LCF lite consumption of critical rotor cr	On issues concerning flow separation and vortical flows in three dimensions p.75. N84-12100. Numerical simulation of vortex breakdown by the vortex-filament method. Augmentation of fighter-aircraft performance by spanwise blowing over the wing leading edge p.80. N84-12133. Design, development and flight test of a demonstration advanced avionics system p.27. N84-15061 incident reporting. Its role in aviation safety and the acquisition of human error data p.29. N84-15081. Pilot human factors in stall/spin accidents of supersonic fighter aircraft p.32. N84-15102. V/STOL concepts in the United States. Past, present, and future p.39. N84-25628. V/STOL maneuverability and control p.39. N84-25633. Assessment of aerodynamic performance of V/STOL and STOVL fighter aircraft p.40. N84-25636. The development of an airborne instrumentation computer system for flight test.
Butt-in-test for first line testing p 48 N85-16739 Experience in using on-arcraft software for testing integrated systems p 49 N85-16747 Theoretical study of boundary-layer control p 52 N85-16784 Evaluation of nose, roof, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters p 56 N85-16808 Advanced flight simulation for helicopter development p 57 N85-16815 Flight tests with a new helicopter Force Feel System (FFS) p 57 N85-16818 Composite repair of arcraft structures p 156 N85-17059 Observations of physiological and psychological effects of terrain following flight based on in-flight test expenence of fluture arcombat characteristics on pilot performance and cockpit design p 229 N85-19661 Testing of the digital flight control system of the German CCV flighter experimental arcraft p 93 N85-23981 Do new aircraft need new technologies and cartification rules?	Operational loads measurement: A philosophy and its implementation p. 44. N85-15665. Ministry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The present and the future p.5. N83-22124. Ministry of National Defence, Athens (Greece). On the generation of vortical flow all hypersonic speeds over eligitical cones. p. 78. N84-12114. Ministry of National Defence, Brussets (Belgium). Companison of networks for document access. p. 241. N83-31543. Mitne Corp., Bedford, Mass. HF equipment: Receivers, transmitters, synthesizers, and peripherals. p. 159. N83-30869. SHF/EHF ray bending. p. 182. N86-27/41. A revolutionary design method for VLS1 signal processors. p. 190. N86-28361. Moteren- und Turbinen-Union Muenchen G.m.b.M. (West Germany). Testing of turboshaft engines. p. 131. N84-25729. Measures for materials conservation in sero-engine construction. p. 149. N84-33468. In-flight evalution of LCF life consumption of critical rotor components subjected to high transient thermal stress.	On issues concerning flow separation and vortical flows in three dimensions p.75 N84-12100 Numerical simulation of vortex breakdown by the vortex-filament method. Augmentation of ighter-aircraft performance by spanwise blowing over the wing leading edge p.80 N84-12133 Design, development and flight test of a demonstration advanced avionics system p.27 N84-15067 Incident reporting. Its role in aviation safety and the acquisition of human error data. p.29 N84-15081 Pilot human factors in stall/spin accidents of supersonic lighter aircraft p.23 N84-15102 V/STOL concepts in the United States. Past, present, and future p.39 N84-25632 V/STOL maneuverability and control p.40 N84-25633 Assessment of aerodynamic performance of V/STOL and STOVL fighter size
Butt-in-test for first line testing p 48 N85-16739 integrated systems p 49 N85-16747 Theoretical study of boundary-layer control p 52 N85-16746 Evaluation of nose, root, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters p 56 N85-16808 Advanced flight simulation for helicopter development p 57 N85-16818 (FFS) Composite repair of aircraft structures p 58 N85-16818 Composite repair of aircraft structures p 156 N85-17059 Observations of physiological and psychological effects of terrain following flight based on in-flight test expenience in following flight characteristics on pilot performance and coctipit design p 229 N85-19617 Testing of the digital flight control system of the German CCV fighter experimental aircraft p 33 N85-2381 Do new aircraft need new technologies and certification rules? Some aspects of how to design cost-effective flight control systems of toward looking Terrain following without use of toward looking	Operational loads measurement: A philosophy and its implementation p. 44 N85-15665 Ministry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The present and the future p.5 N83-22124 Ministry of National Defence, Athens (Greece). On the generation of vortical flow at hypersonic speeds over eligitical cones. p. 78 N84-12114 Ministry of National Defence, Brussels (Belgium). Companson of networks for document access. p. 241 N83-31543 Mitre Corp., Bedford, Mass. HF equipment: Receivers, transmitters, synthesizers, and peripherals p. 159 N83-30899 SHF/EHF ray bending p. 182 N86-2741 A revolutionary design method for VLSI signal processors p. 190 N86-28361 Motoren- und Turbinen-Union Muerichen G.m.b.H. (West Germany). Testing of furboshaft engines p. 131 N84-25729 Measures for materials conservation in aero-engine construction p. 149 N84-33486 in-flight evalution of LCF life consumption of critical rotor components subjected to high transient thermal stress.	On issues concerning flow separation and vortical flows in three dimensions p.75. N84-12100 Numerical simulation of vortex breakdown by the vortex-filament method. Augmentation of lighter-aircraft performance by spanwise blowing over the wing leading edge p.80. N84-12133. Design, development and flight test of a demonstration advanced avionics system. p.27. N84-15067 Incident reporting. Its role in aviation safety and the acquisition of human error data. p.29. N84-15081. Plot human factors in stall/spin accidents of supersonic fighter aircraft. p.32. N84-15102. V/STOL concepts in the United States. Past, present, and future. p.39. N84-25632. V/STOL mind-tunnel testing. p.40. N84-25633. Assessment of aerodynamic performance of V/STOL and STOVL fighter aircraft. p.40. N84-25633. The development of an arborne instrumentation computer system for flight test. p.44. N84-34821. A review of US Army aircrew-aircraft integration research programs. p.57. N85-18814. Assessment of simulation fidelity using measurements of pitoting technique in flight. p.57. N85-18817. Development and flight test of a helicopter compact.
Butt-in-test for first line testing p 48 N85-16739 Experience in using on-aircraft software for testing integrated systems p 49 N85-16747 Theoretical study of boundary-layer control p 52 N85-16784 Evaluation of nose, root, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters p 56 N85-16808 Advanced flight simulation for helicopter development of the p 57 N85-16815 Flight tests with a new helicopter Force Feel System (FFS) p 57 N85-18818 Composite repair of aircraft structures p 156 N85-17059 Observations of physiological and psychological effects of terrain following flight based on in-flight test experience p 229 N85-19657 Impact of future aircombat characteristics on pilot performance and cockpit design p 83 N85-22361 Do new aircraft need new technologies and cartification rules? Some aspects of how to design cost-effective flight control systems p 68 N85-28639 Terrain following without use of forward looking sensors	Operational loads measurement: A philosophy and its implementation p 44 N85-15665 Ministry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The present and the future p 5 N83-22124 Ministry of National Defence, Athens (Greece). On the generation of vortical flow at hypersonic speeds over eligitical cones p 78 N84-12114 Ministry of National Defence, Brussets (Belgium). Companson of networks for document access p 241 N83-31543 Mitre Corp., Bedford, Mass. HF equipment: Receivers, transmitters, synthesizers, and peripherals p 159 N83-30969 SHF/EHF ray bending p 182 N86-2741 A revolutionary design method for VLSI signal processors p 190 N86-26861 Moteren- und Turbinen-Union Muerichen G.m.b.M. (West Germany). Testing of furboshaft engines p 131 N84-25729 Measures for materials conservation in aero-engine construction p 149 N84-33468 in-flight evalution of LCF life consumption of critical rotor components subjected to high transient thermal stress p 104 N85-15734 Comparison between the properties of conventional	On issues concerning flow separation and vortical flows in three dimensions p.75. N84-12100 Numerical simulation of vortex breakdown by the vortex-filament method. Augmentation of lighter-aircraft performance by spanwise blowing over the wing leading edge p.80. N84-12133 Design, development and flight test of a demonstration advanced avonics system p.27. N84-15061 Incident reporting. Its role in aviation safety and the acquisition of human error data. p.29. N84-15081 Pilot human factors in stall/spin accidents of supersonic fighter aircraft. p.32. N84-15102 V/STOL concepts in the United States. Past, present, and future. p.39. N84-25628 V/STOL concepts in the United States. Past, present, and future. p.39. N84-25628 V/STOL maneuverability and control. p.40. N84-25632 V/STOL wind-tunnel testing. p.40. N84-25633 Assessment of aerodynamic performance of V/STOL and STOVL fighter aircraft. p.40. N84-25636 The development of an airborine instrumentation computer system for flight test. p.457. N85-18814 Assessment of smullation fidelity using measurements of programs.
Butt-in-test for first line testing p 48 N85-16739 Experience in using on-arcraft software for testing integrated systems p 49 N85-16747 Theoretical study of boundary-layer control p 52 N85-16784 Evaluation of nose, root, and mast mounted sensor platforms for pilothing and sighting, integrated in future combat helicopters p 56 N85-16808 Advanced flight simulation for helicopter development p 57 N85-16815 Flight tests with a new helicopter Force Feel System (FFS) Composite repair of arcraft structures p 156 N85-17059 Observations of physiological and psychological effects of terrain following flight based on in-flight test experience in the structure of t	Cperational loads measurement: A philosophy and its implementation p. 44. N85-15665. Ministry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The present and the future p.5. N83-22124. Ministry of National Defence, Athens (Greece). On the generation of vortical flow at hypersonic speeds over eligitical cones. p. 78. N84-12114. Ministry of National Defence, Brussets (Belgium). Companison of networks for document access. p. 241. N83-31543. Mitre Corp., Bedford, Mass. HF equipment: Receivers, transmitters, synthesizers, and peripherals. p. 159. N83-30869. SHF/EHF ray bending. p. 182. N86-2741. A revolutionary design method for VLSI signal processors. Moteren- und Turbinen-Union Muenchen G.m.b.M. (West Germany). Testing of turboshaft engines. p. 131. N84-25729. Measures for materials conservation in sero-engine construction. p. 149. N84-33468. in-flight evalution of LCF life consumption of critical rotor components subjected to high transient thermal stress. p. 104. N85-15734. Comparison between the properties of conventional wrought and powder metallurgical alloys for turbrie disc.	On issues concerning flow separation and vortical flows in three dimensions p.75 Ne4-12100 Numerical simulation of vortex breakdown by the vortex-filament method. P.79 Ne4-12126 Augmentation of fighter-aircraft performance by spanwise blowing over the wing leading edge p.80 Ne4-12133 Design, development and flight test of a demonstration advanced avionics system p.27 Ne4-15067 Incident reporting. Its role in aviation safety and the acquisition of human error data p.29 Ne4-15081 Pilot human factors in stall/spin accidents of supersonic fighter aircraft p.32 Ne4-15102 V/STOL concepts in the United States. Past, present. and future p.39 Ne4-25628 V/STOL wind-tunnel testing p.40 Ne4-25632 V/STOL wind-tunnel testing p.40 Ne4-25633 Assessment of aerodynamic performance of V/STOL and STOVL highter aircraft p.40 Ne4-25636 The development of an airborne instrumentation computer system for hight test p.44 Ne4-34421 A review of US Army aircrew-aircraft integration research programs p.57 Ne5-16814 Assessment of simulation fidelity using measurements of piloting technique in flight test of a helicopter compact portable, precision landing system concept
Butt-in-test for first line testing p 48 N85-16739 integrated systems p 49 N85-16747 Theoretical study of boundary-layer control p 52 N85-16746 Evaluation of nose, root, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters and sighting, integrated in future p 56 N85-16808 Advanced flight simulation for helicopter development p 57 N85-16815 Flight tests with a new helicopter force Feel System (FFS) p 57 N85-16818 Composite repear of arcreft structures p 57 N85-16818 Composite repear of arcreft structures p 156 N85-17059 Observations of physiological and psychological effects of terram following flight besed on in-flight test expenses and cockpit design p 229 N85-18661 Testing of the digital flight control system of the German CCV fighter experimental arcraft p 53 N85-22361 Do new acraft need new technologies and cartification rules? p 98 N85-23795 Some aspects of how to design cost-effective flight control systems 7 arrein following without use of forward looking p 98 N85-26595 The flight control system for the Experimental Aircraft Programme (EAP) demonstrator aircraft	Operational loads measurement: A philosophy and its implementation p. 44. N85-15865 Ministry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The present and the future p.5. N83-22124 Ministry of National Defence, Athens (Greece). On the generation of vortical flow at hypersonic speeds over elliptical cones p.78. N84-12114 Ministry of National Defence, Brussets (Belgium). Companson of networks for document access p.241. N83-31543 Mitre Cerp., Bedford, Mass. HF equipment: Receivers, transmitters, synthesizers, and peripherals p.159. N83-30869 SHF/EHF ray bending p.182. N86-2741 A revolutionary design method for VLSI signal processors Motoren- und Turbinen-Union Muerichen G.m.b.M. (West Germany). Testing of turboshaft engines p.131. N84-25729 Measures for materials conservation in aero-engine construction p.149. N85-15734 Comparison between the properties of conventional wought and powder metallurgical alloys for turbine discapplications.	On issues concerning flow separation and vortical flows in three dimensions p.75. N84-12100 Numerical simulation of vortex breakdown by the vortex-filament method. p.79. N84-12126 Augmentation of lighter-aircraft performance by spanwise blowing over the wing leading edge. p.80. N84-12133 Design, development and flight test of a demonstration advanced avionics system. p.27. N84-15067 Incident reporting. Its role in aviation safety and the acquisition of human error data. p.29. N84-15081 Pilot human factors in stall/spin accidents of supersonic righter aircraft. p.39. N84-15102 V/STOL concepts in the United States. Past, present, and future. p.39. N84-25623 V/STOL maneuverability and control. p.40. N84-25633 Assessment of aerodynamic performance of V/STOL and STOVL fighter serical. p.40. N84-25635 The development of an airborne instrumentation computer system for hight test. p.44. N84-25612 A review of US Army aircrew-aircraft integration research programs. p.57. N85-18814 Assessment of smulation fidelity using measurements of pitoting technique in flight. p.57. N85-18816 Development and flight test of a helicopter compact, portable, precision landing system concept.
Butt-in-test for first line testing p 48 N85-16739 Experience in using on-arcraft software for testing integrated systems p 49 N85-16747 Theoretical study of boundary-layer control p 52 N85-16784 Evaluation of nose, roof, and mast mounted sensor platforms for pilothing and sighting, integrated in future combat helicopters p 56 N85-16808 Advanced flight simulation for helicopter development of the composite repair of arcraft structures p 57 N85-16818 Composite repair of arcraft structures p 156 N85-17059 Observations of physiological and psychological effects of terrain following flight based on in-flight test experience in following flight based on in-flight test experience of the digital flight control system of the German CCV fighter experimental arcraft p 28 N85-23961 Do new aircraft need new technologies and certification rules? Some aspects of how to design cost-effective flight control systems p 98 N85-28699 Terrain following without use of forward looking sensors p 99 N85-28659 The flight control system for the Experimental Aircraft Programme (EAP) demonstrator aircraft p 124 N85-28755	Operational loads measurement: A philosophy and its implementation p. 44. N85-15865. Ministry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The present and the future p.5. N83-22124. Ministry of National Defence, Athens (Greece). On the generation of vortical flow all hypersonic speeds over elliptical cones. p. 78. N84-12114. Ministry of National Defence, Brussets (Belgium). Companison of networks for document access. p. 241. N83-31543. Mitre Corp., Bedford, Mass. HF equipment: Receivers, transmitters, synthesizers, and peripherals. p. 159. N83-30869. SHF/EHF ray bending. p. 182. N86-27/41. A revolutionary design method for VLSI signal processors. p. 190. N86-28361. Moteren- und Turbinen-Union Muenchen G.m.b.M. (West Germany). Testing of turboshaft engines. p. 131. N84-25729. Measures for materials conservation in aero-engine construction. p. 149. N85-15734. Comparison between the properties of conventional wrought and powder metallurgical alloys for turbine discapilications. p. 105. N85-15738. Translent thermal behaviour of a compressor rotor with	On issues concerning flow separation and vortical flows in three dimensions p.75. N84-12100. Numerical simulation of vortex breakdown by the vortex-filament method. Augmentation of fighter-aircraft performance by spanwise blowing over the wing leading edge p.80. N84-12133. Design, development and flight test of a demonstration advanced avionics system p.27. N84-15061 incident reporting. Its role in aviation safety and the acquisition of human error data p.29. N84-15081. Pilot human factors in stall/spin accidents of supersonic fighter aircraft p.32. N84-15102. V/STOL concepts in the United States. Past, present, and future v/STOL maneuverability and control p.39. N84-25628. V/STOL maneuverability and control p.40. N84-25633. Assessment of aerodynamic performance of v/STOL and STOVL fighter aircraft p.40. N84-25636. The development of an airborne instrumentation computer system for flight test. A review of US Army aircrew-aircraft integration research programs p.57. N85-18818. Assessment of amulation fidelity using measurements of pitoling technique in flight. p.57. N85-18818. Development and flight test of a helicopter compact, profession landing system concept. Influence of a perspective occipit traffic display format on pilot avoidance maneuvers.
Butt-in-test for first line testing p 48 N85-16739 integrated systems p 49 N85-16747 Theoretical study of boundary-layer control p 52 N85-16746 Evaluation of nose, root, and mast mounted sensor platforms for piloting and sighting, integrated in future combat helicopters and sighting, integrated in future p 56 N85-16808 Advanced flight simulation for helicopter development p 57 N85-16815 Flight tests with a new helicopter force Feel System (FFS) p 57 N85-16818 Composite repear of arcreft structures p 57 N85-16818 Composite repear of arcreft structures p 156 N85-17059 Observations of physiological and psychological effects of terram following flight besed on in-flight test expenses and cockpit design p 229 N85-18661 Testing of the digital flight control system of the German CCV fighter experimental arcraft p 53 N85-22361 Do new acraft need new technologies and cartification rules? p 98 N85-23795 Some aspects of how to design cost-effective flight control systems 7 arrein following without use of forward looking p 98 N85-26595 The flight control system for the Experimental Aircraft Programme (EAP) demonstrator aircraft	Operational loads measurement: A philosophy and its implementation p. 44. N85-15865 Ministry of Defence, Paris (France). D-12 standardizing LTR for onboard computers. The present and the future p.5. N83-22124 Ministry of National Defence, Athens (Greece). On the generation of vortical flow at hypersonic speeds over elliptical cones p.78. N84-12114 Ministry of National Defence, Brussets (Belgium). Companson of networks for document access p.241. N83-31543 Mitre Cerp., Bedford, Mass. HF equipment: Receivers, transmitters, synthesizers, and peripherals p.159. N83-30869 SHF/EHF ray bending p.182. N86-2741 A revolutionary design method for VLSI signal processors Motoren- und Turbinen-Union Muerichen G.m.b.M. (West Germany). Testing of turboshaft engines p.131. N84-25729 Measures for materials conservation in aero-engine construction p.149. N85-15734 Comparison between the properties of conventional wought and powder metallurgical alloys for turbine discapplications.	On issues concerning flow separation and vortical flows in three dimensions p.75. N84-12100 Numerical simulation of vortex breakdown by the vortex-filament method. p.79. N84-12126 Augmentation of lighter-aircraft performance by spanwise blowing over the wing leading edge. p.80. N84-12133 Design, development and flight test of a demonstration advanced avionics system. p.27. N84-15067 Incident reporting. Its role in aviation safety and the acquisition of human error data. p.29. N84-15081 Pilot human factors in stall/spin accidents of supersonic righter aircraft. p.39. N84-15102 V/STOL concepts in the United States. Past, present, and future. p.39. N84-25623 V/STOL maneuverability and control. p.40. N84-25633 Assessment of aerodynamic performance of V/STOL and STOVL fighter serical. p.40. N84-25635 The development of an airborne instrumentation computer system for hight test. p.44. N84-25612 A review of US Army aircrew-aircraft integration research programs. p.57. N85-18814 Assessment of smulation fidelity using measurements of pitoting technique in flight. p.57. N85-18816 Development and flight test of a helicopter compact, portable, precision landing system concept.

Simulation of aircraft behaviour on and close to the ground [NASA-TM-87460] p 91 N85-23754 On the use of marker loads and replicas for measuring growth rates for small cracks p 200 N85-24331 Experience with transonic unsteady aerodynamic Active control landing gear for ground loads alleviation p 123 N85-26749 Active control landing gear for ground load alleviation p 127 N85-27902 Theoretical analysis of linearized acoustics and aerodynamics of advanced supersonic propellers p 72 N86-11156 An asymptotic theory for the interference of large aspect ratio swept wings and multiple propeller slipstreams p 73 N86-11167 Design considerations for application of laminar flow control systems to transport aircraft p 84 N86-15270

impact of new computing systems on computational

-conservative descents in a time-based metered air tic environment: Development and flight test results p 62 N85-22356

AIRLAB: A laboratory for flight-crucial-electronics stem research p 63 N85-22362

Turbulent drag reduction for external flows p 84 N86-15271 active, part 1 p 133 N86-20419 Transonic Facility, part 1 Design and construction of models for the National Transonic Facility, part 2 p 133 N86-20420 The NASA Langley 0.3-m transonic cryogenic tunnel p 134 N86-204

The US National Transonic Facility, part 1 p 134 N86-20429 The US National Transonic Facility, part 2 p 134 N86-20430

Other cryogenic wind-tunnel projects p 135 N86-20431 Recent experiences of unsteady aerodynamic effects on aircraft flight dynamics at high angle of attack p 147 N86-27252

National Aeronautics and Space Administration. Lewis esearch Center, Cleveland, Ohio.
End-wall boundary layer measurements in a two-stage

p 103 N84-16208 Understanding the roles of the strategic ele p 150 N84-3347 nickel base superalloys p 150 N84-334 Engine cyclic durability by analysis and mate testing p 106
Transmission efficiency measurements and with physical characteristics of the lubricant p 106 N85-15744 ents and correlations

p 93 N85-23781 Summary of recent NASA propeller re N86-11158 p 72

onal Aeronautics and Space Admi

Marshall Space Flight Center, Huntsville, Ala.
Effects of long duration exposure to simulated space environment on nonmetalic materials properties p.136 N83-30489

Silicon solar cell characterization at low temperatures and low illumination as a function irradiation p p 137 nal Aerospace Lab., Amsterdam (Netherlands).

A software-cost database for aerospace soft The application of fracture mechanics to the growth of LAGARD-R-705 L p 199 N83-34374

Computational methods for subspiric and transpiric erodynamic design p 20 N84-12074 Application of computational procedures in aerodyna p 20 N84-12078

p 78 N84-12117 The European Transonic Windtunnel (ETW)

Half-model testing in the NLR high speed wind tunnel ST lits technique and application p 35 N84-23586 Technical evaluation report on the Fluid Dynamics Panel Symposum on Wind Tunnels and Testing Techniques [AGARD-AR-193] p 132 N84-32402 Determination of performance and stability characteristics from dynamic manoeuvres with a transport aircraft using parameter identification techniques p. 41 N84-34400

Structural load measurements on a Northrop NF-5A

mechanics and flight-vehicle structures technology p 91 N85-10042 Technology developments for laminar boundary layer control on subsonic transport aircraft p 53 N85-16787 Turbulent drag reduction research p 53 N85-16788 On the relaxation of a turbulent boundary layer after

On the relaxation of a turbulering step an encounter with a forward facing step p 53 N85-16789 Dynamic wind-tunnel testing of active controls by the NASA Langley Research Center p 61 N85-22353 A flight management algorithm and guidance for

p 65 NB5-25182

How to handle failures in advanced flight control systems future transport aircraft p 127 N85-27905

propellers in p 71 N86-11153 Numerical methods p 82 N86-15259 The European Transonic Windlunnel (ETW) project p 134 N86-20427

AGARD Cooperative Test Progamme on titanium alloy ngine disc material p 108 N86-25369 TURBISTAN: A standard load sequence for aircraft p 110 N86-25380 Contribution of turbine blade service failures to a damage p 110 N86-25382 tolerance approach Unsteady airload computations for airfoil oscillating in attached and separated compressible flow p 145 N86-27238

National Aerospace Lab., Emmeloord (Netherlands). Inertial-optical attitude determination and model following control of maneuvering spacecraft

Fatigue crack propagation and fracture in 7050 and 7091

Autional Aerospace Lab., Tokyo (Japan).
The development of unsteady transonic 3-D full potential code and its aeroelastic applications p 65 N85-25187 National Aerospace Medical Centre, Soesterbero

Dynamic behaviour of sphencal and asphencal contact lenses exposed to + Gz-acceleration forces

National Bureau of Standards, Washington, D.C.
General review of compact of the control of the c General review of numerical data base p 242 N84-17067

Robotics Past, present, and future p 197 N86-19628

National Defence Headquarters, Ottawa (Ontario).
Corrosion control maintenance practices for Canadian Tactical military communications by satellite relay at high p 232 N85-20756

National Gas Turbine Establishment, Famborough (England)

Application of an inviscid-viscous interacti transonic compressor cascades p 100 N84-16190 National Oceanic and Atmospheric Admi

Washington, D. C.

Civil weather satellite systems p 234 N85-20768

National Physical Lab., Teddington (England).
Potential of metal-matrix composites as superalloy substitutes p 150 N84-33474 bistitutes
Trace elements in superalloys and the implications for profiling p 151 N84-33484 recycling

National Research Council of Canada, Ottawa

(Ontario). Benefits to industry (of coordinated detence/aerospace p 240 N83-31540 information structure The iNet Gateway trial D 242 NB4-21427 Scientific numeric databases p 243 NB4-21430 Performance derivation of turboiuts and turbofans from lests in sea-level test cells p 131 N84-25728 Application of optical and electron microscopic techniques in the fractographic determination of fatigue crack growth rates p 201 NB5-24334 Practical experience with damage tolerance based life xtention of turbine engine components.

p 111 N86-25383 Dynamic nonlinear airloads p 147 N86-27251

tional Technical Univ., Athens (Greece).

Boundary layer development on rotating bodies of evolution p 102 N84-18204

C-11

Aircrew-aircraft integration issues in future US Army helicopters p.231 N85-19672 Susceptibility of cat and squirrel monkey to motion sckness induced by visual stimulation. Correlation with susceptibility to vestibular stimulation p 215 N85-20650 Space shuttle pilot-induced-oscillation r p 61 N85-22351 sions and vehicle concepts for modern, propell lighter-than-air vehicles (NASA-TM-87461) n 63 MR5-25170 utational capabilities for fluid dynamics p 63 N85-25172 Numerical studies of unsteady transonic flow over oscillating airfoil p 63 N85-25174 Status and prospects of computational fluid dynamics or unsteady transonic flow p 64 N85-25180 Unsteady transonic aerodynamic and aeroelastic calculations about arriois and wings p 65 N85-25185 Active control technology experience with the Space Shuttle in the landing regime p 126 N85-27900 Recent developments in the dynamics of advanced rotor nce with the Space p 126 N85-27900 ystems p.70 N85-28917 Extraction of aerodynamic parameters for aircraft at systems extreme flight conditions [NASA-TM-86730] unanges in cardiovascular function Weightlessness and ground-based studies p 220 N85-29686 N85-31815 Computational aspects of unsteady flows p 144 N86-27232 Unsteady turbulent boundary-layer experiments with rapidly changing free-stream conditions p 236 N85-29686 Transonic aerodynamic and aeroelastic characteristics of a variable sweep wing p 144 N86-27237
Recent developments in rotary-balance testing of fighter aircraft configurations at NASA Ames Research Center Nonknear problems in flight dynamics involving prodynamic brurcations pride Nasc 27042 Nonlinear problems in flight dynamics involving erodynamic bruccations p 146 N86-27249 Bruccation theory applied to aircraft motions p 146 N86-27250
Unsteady interactions of transonic airfolis with gusts and pricentrated vortices p 148 N86-27261 oncentrated vortices p 148 N86-27261
Application of CFD techniques toward the validation of nonlinear serodynamic models p 148 N86-27265 attonal Aeronautics and Space Administration. Dryden (Hugh L.) Flight Research Center, Edwards, Analytic redundance management for flight control ensors p 14 N83-34900 The development of an airborne instrumentation omputer system for flight test p 44 N84-34421 computer system for flight test
Active control technology experience Active control technology

Shuttle in the landing regime p 123 N85-26/a/
Extraction of aerodynamic parameters for aircraft at p 146 N86-27248 nal Aeronautics and Space Administration ddard Space Flight Center, Greenbelt, Md.
Remote sensing of atmospheric pressure and sea state om satelvites using short-pulse multicolor laser fitmeters p 206 N84-15674 ibonal Aeronautics and Space Administration, yndon B. Johnson Space Center, Houston, Tex. from Prediction of the space adaptation syndron p 215 N85-20646 Space adaptation syndrome Incidence and operational implications for the space transportation system program Thresholds for detection of linear oscillation following p 219 N85-31810 Thresholds ru warming protonged weightlessness p.219 mount protonged weightlessness p.219 mount protonged weightlessness p.219 mb5-31812 p.219 mb5-31812 p 219 ional Aeronautics and Space Administra angley Research Center, Hampton, Va. Software fault tolerance for real-time avio N83-22132 Flutter steady/unsteady aerodynamic characteristics of supercritical and cor Adaptive flutter suppression, analysis and test p 118 N83-22219 Space environmental effects on materials p 136 N83-30485 Low cost fluidic sensors p 14 N83-34897 Transonic airfoil development p 20 N84-12076 Transonic empirical configuration design process p 20 N84-12079

Recent studies at NASA-Langley of vortical flows

interacting with neighboring surfaces: p.77: N84-12109
Experimental investigation of forebody and wing leading-edge vortex interactions at high angles of state.
p.77: N84-12110

Operational expenence with the National Transonic

An evaluation of factors affecting the flow quality in wir

rric arfolf at ambient and cryogenic temperature tions p.33 N84-23575

High Reyn

olds number tests of the cast 10-2/DOA2

p 32 N84-23565

p 34 N64-23577

Notional Talescommunications and Information	Nevel Bassach Lab. Washington B. C.	Office Makingal d'Etrodes et de Bankarakan
National Telecommunications and Information Administration, Boulder, Colo.	Naval Research Lab., Washington, D. C. The effects of meteorology on marine aerosol and optical	Office National d'Etudes et de Recherches Aeronautiques, Paris (France).
Prediction of multipath fading on terrestrial microwave	and in propagation p 169 N84-24950	Designing improved tracking regulators for piloting highly
knks at frequencies of 11 GHz and greater p 170 N84-24953	VHSIC today and tomorrow p 187 N86-28338 Naval Surface Weapons Center, Dahlgren, Va.	maneuverable aircraft p 1 N83-22095
Naval Aerospace Medical Inst., Pensacola, Fia.	Joint service design for testability program	Progress in wind tunnel test techniques and in the corrections and analysis of the results p 9 N83-30358
Hypobanic training of flight personnel without	p 47 N85-16733	Ground/flight correlation on the Alpha-Jet experimental
compromising quality of life p 228 N86-30327	Naval Surface Weapons Center, Silver Spring, Md. The DDT process for high energy propellants	aircraft with a transonic wing: A comparison of the wing
Naval Aerospace Medical Research Lab., Pensacola, Fla.	p 60 N85-17038	pressure distribution and local wake survey from analytical, wind tunnel and flight results p.9. N83-30362
Laboratory tests of motion sickness susceptibility	Naval Training Equipment Center, Orlando, Fla.	Simulation of the acoustic environment of a launcher
p 215 N85-20648	Voice technology in Navy training systems p 166 N83-34188	and of the noise-induced vibrations on its structures
Results of a longitudinal study of airsickness incidence during Naval flight officer training p 215 N85-20649	Naval Weapons Center, China Lake, Calif.	p 136 N83-30486
Visual capabilities related to fighter aircrew performance	Operational flight program development with a higher	A 3-D Euler method for internal transonic flows computation with a multi-domain approach
in the F-14 and adversary aircraft p 227 N86-30320	order language p 5 N83-22125 Validation of software for integration of missiles with	p 196 N85-32298
Vision test battery threshold and response time as	aircraft systems p 7 N83-22140	Study of the transition behavior of an airplane in the
predictors of air-to-air visual target acquisition in F-14 and adversary aircraft p 227 N86-30321	Avionics concept evaluation at the force level	vicinity of bifurcation points p 149 N86-27266 Influence and tip clearance measurement in
Relationship of cardiopulmonary fitness to flight	p 22 N84-15038 Navy's advanced aircraft armament system program	Influence and tip clearance measurement in turbomachines p 116 N86-29854
performance in tactical aviation p 228 N86-30326	concept objectives p 23 N84-15045	Simulation of flow and heat transfer in annular cavities
Naval Air Development Center, Warminster, Pa. A Software Engineering Environment (SEE) for weapon	Transient combustion An important consideration in	between disks in turbomachinery p 116 N86-29855
system software p 9 N83-22151	deflagration-to-detonation transition p 60 N85-17037 Netherlands Bibliographical and Documentary	Ceramic heat exchangers for gas turbines or turbojet engines p 116 N86-29858
Avionics/crew station integration p 23 N84-15042	Committee, Amsterdam.	Office National d'Etudes et de Recherches
Crew station evaluation in a dynamic flight simulation	international information exchange	Aerospatiales, Leclerc (France).
facility p 27 N84-15069	p 240 N83-31537 Netherlands Foundation for Radio Astronomy,	Progress in computation of viscous inviscid interaction
Current procurement specification design requirements for US Navy aircraft p 37 N84-25615	Dwingelo.	p 100 N84-16189 Calculation of unsteady transonic separated flows by
Methodology for assessment of corrosion costs	Correcting radio astronomy interferometry observations	viscous-inviscid interaction p 64 N85-25178
p 39 N84-25623	for ionospheric refraction p 170 N84-24957 Newcastle-upon-Tyne Univ. (England).	Office National d'Etudes et de Recherches
Navy operational loads data sources and systems p 45 N85-15668	Numerical simulation of stalling flows by an integral	Aerospatiales, Paris (France).
Standard Attitude Heading Reference System (SAHRS)	equation method p 102 N84-16199	A nonlinear control law for piloting aircraft in the air-to-ground attack phase p 19 N84-12071
full scale development program p 55 N85-16894	Software fault tolerance experiments p 129 N86-20403	Interaction between a shock-wave and a vortex flow
Repair of composites p 156 N85-17058 Analysis of the transient response of temporal artery	Can design faults be tolerated? p 129 N86-20404	p 76 NB4-12104
blood flow data relative to various anti-G suit pressure	Nielsen Engineering and Research, Inc., Mountain	Visualization of vortical type flows in three dimensions
schedules p 229 N85-19660	View, Calif. Aerodynamic characteristics of missile controls	p 76 N84-12107 Simulation of turbulent flows with a point vortex
The F-18. A new era for human factors p 231 N85-19671	p 119 N84-10092	method p 78 N84-12119
Protective systems and maintenance policies for marine	Norges Tekniske Hoegskole, Trandheim.	Experimentation with turbulent flows experiencing the
environments p 157 N85-33245	Heat transfer in gas turbine combustors: A discussion of mathematical modeling of combustion, heat and mass	effects of an adverse pressure gradient p 80 N84-12127
Statistical analysis of spin pit failure data to predict inservice B 1 lives of gas turbine disks	transfer with emphasis on heat transfer in gas turbine	A systematic characterization of the effects of
p 110 N86-25377	combustors p 114 N86-29843	atmospheric electricity on the operational conditions of
Visual and spectroradiometric performance criteria for	Northrop Corp., Hawthorne, Calif. Development and application of digital control for tactical	aircraft p 29 N84-15086
Night Vision Goggles (NVG) compatible aircraft interior lighting p.222 N86-26807	aircraft flutter suppression p 3 N83-22108	A coupling method for the inverse mode calculation of
lighting p 222 N86-26807 The application of diffraction optics techniques to laser	Control of advanced fighter aircraft	transonic internal flows with a shock wave p 101 N84-16194
eye protection p 224 N86-26821	p 119 N84-10089 Application of flight controls technology to engine control	An expenmental method for analyzing shock-boundary
Naval Air Propulsion Test Center, Trenton, N.J.	systems p 18 N84-12061	layer interactions in cascades p 101 N84-16195
Engine cyclic durability by analysis and testing. Highlights of the spring 1984 PEP Meeting p 107 N86-25362	Operational readiness and its impact on fighter avionics	Ground/flight test techniques and correlation p 33 N84-23574
Naval Air Station, Norfolk, Va.	system design p 22 N84-15037	New TPS calibration bench, and ejector tests
Practical applications of satellite-derived meteorological	Towards the functional partitioning of highly integrated, fault tolerant avionics signal processors	p 36 N84-23594
and oceanographic data in Naval operations p 234 N85-20771	p 24 N84-15047	Vortical flow exploration methods developed for the F1 wind tunnel p 37 N84-23598
Naval Air Station, Pensacola, Fia.	Simulation requirements to support the development of	New methods of excitation, acquisition and data
influence of gravitoinertial force level on apparent	a fault tolerant avionic system p 27 N84-15072 Digital fault-tolerant flight actuation systems	reduction about unsteady wind tunnel tests
magnitude of coriolis cross-coupled angular accelerations and motion sickness p 214 N85-20644	[AFWAL-83-3041] p 130 N86-20408	p 37 N84-23599 Optimizing the maneuvers of an observation satellite
Naval Air Systems Command, Washington, D. C.	Norwegian Defence Research Establishment, Kjeller. Propagation 1 State of the art of modelling and	for rapid overflight of a precise point on Earth
Design adequacy An effectiveness factor	prediction in HF propagation p 158 N83-30864	p 140 N84-24617
p 66 N85-26642 Naval Air Test Center, Patuxent River, Md.	Propagation 2. Problems in HF propagation	Life prediction at high temperature under multiaxial loading p 106 N85-15745
The impact of the F/A-18 aircraft digital flight control	p 159 NB3-30870	loading p 106 N85-15745 Detailed study of the flow around a multi-element airfoil
system and displays on flight testing and safety	F-16 Penguin anti-ship missile integration p 18 N84-12059	Comparison with calculations p 51 N85-16775
p 30 N84-15091 Simulation applied to the avionics system testing in the	Attention, performance, and sustained activation in	Shock/turbulent boundary layer interaction and its control p.53 N85-16792
F/A-18 p 42 N84-34409	military air traffic controllers p 209 N84-21076	control p 53 N85-16792 Interest of internal bleed for a two-dimensional air intake
Flight testing and development of the F/A-18A digital	Penguin warhead safety tests p 59 N85-17031	operating in a wide Mach number range (1.8-3 plus)
flight control system p 122 N85-26743 Flight testing and development of the F/A-18A digital	A comparison between predicted and measured propagation loss in the VHF/UHF range in rugged	p 54 N85-16793
flight control system p 126 N85-27896	terrain p 175 N85-19285	Improvement and extension of a numerical procedure for the three dimensional unsteady transcript flows
Naval Aircraft Materials Lab., Fleetlands (England).	Fast synchronization model for UHF spread-spectrum	p 65 N85-25181
Condition monitoring of helicopter gearboxes using automatic vibration analysis techniques	communication system p 176 N85-19296	Wing buffeting active control testing on a transport
p 95 N85-23790	Media effects on systems in the high latitude region p 181 N86-27533	aircraft configuration in a large sonic tunnel p. 123 N85-26750
Naval Biodynamics Lab., New Orleans, La.	Two-level data-flow architecture for programmable	Wing buffeting active control testing on a transport
Analysis of head motion during simulated, rough water operation of a 2200 ton surface effect ship	signal processing p 190 N86-28358	aircraft configuration in a large sonic windtunnel
p 216 N85-20F56	Norwegian Telecommunications Administration, Oslo.	p 127 N85-27903 A survey of recent development in helicopter
Naval Electronic Systems Command, Washington, D.	World atlas of ground conductivities with particular emphasis on the high latitude region	aerodynamics p 70 N85-28915
C. A weapon system design approach to diagnostics	p 186 N86-27563	 Aerodynamic method used in France for advanced fast propeller study p 71 N86-11149
p 50 N85-16752	Norwegian Telecommunications Administration	propeller study p.71 N86-11149 Modern propeller profiles p.71 N86-11152
Naval Material Commend, Washington, D. C.	Research Establishment, Kjeller. Measurements of atmospheric effects on satellite links	Numerical solutions of two-dimensional reference test
The Navy program to develop replacements for critical and strategic materials p 151 N84-33478	at very low elevation angle p 169 N84-24948	cases p.83 N86-15262 Parasitic and interference drag prediction and
Naval Ocean Systems Center, San Diego, Calif.	Nova Scotta Technical Coll., Halifex.	Parasitic and interference drag prediction and reduction p 84 N86-15272
F-region variability and HF-propagation	On combating multipath effects using spread-spectrum	Cryogenic wind tunnel instrumentation
p 203 N84-15658 Blue-green propagation through clouds	systems p 164 N83-30906	p 133 NB6-20421
p 169 N84-24949	^	Productivity. The economic aspects of cryogenic wind tunnel design and use p 133 N86-20423
Tropospheric propagation assessment	0	Crack growth, strain and damage measurements using
p 171 N84-24965 Neval Postgraduete School, Monterey, Celif.	Osk Ridge National Lab., Tenn.	an improved potential drop technique
Usability of military standards for the maintenance of	Open systems interconnection for the defence	p 109 N86-25372 An optical pyrometer to measure turbine blade surface
embedded computer software p 6 N83-22129	community p 242 N84-21426	temperature p 115 N86-29649

Office National d'Etudes et de Recherches	Fast flutter clearance by parameter variation	Rockwell International Corp., El Segundo, Calif.
Aerospatiales, Toulouse (France). Computing the three dimensional boundary layer in a	p 17 N84-11135	A flutter optimization program for complete aircraft structural design p 17 N84-11134
compressor p 102 NB4-16200	Boundary layer segmentation on sharp highly swept leading edges and its effects on secondary vortices	Rockwell International Corp., Los Angeles, Calif.
The T2 cryogenic wind tunnel with self-adaptable walls	p 80 N84-12132	Delamination growth in composite structures under
at ONERA/CERT p 32 N84-23567	The pressure deflagration limit of solid rocket	inplane compression loading p 155 N84-10224
Description and prediction of transition in two-dimensional, incompressible flow	propellants p.61 N85-17046	Rolls-Royce Ltd., Bristol (England). All-electric accessory drive systems. Implications on
p 193 N84-33758	The evolutive state: A new definition of system state	engine design and performance p 100 N84-12184
Application of two and three-dimensional criteria for	to include sequencing of events p 66 N85-26643 Exact solutions to transonic and supersonic flows	V/STOŁ propulsion system aerodynamics
calculating transitions and boundary layers over swept	p 83 N86-15260	p 40 N84-25630
wings p 52 N85-16783 Fundamental reflections on cryogenic testing	Portsmouth Polytechnic (England).	Development testing: Use of sea level test beds and rigs p 131 N84-25726
p 133 N86-20422	Scintillation modelling and measurement. A tool for	rigs p 131 N84-25726 Monitoring engine thermal stresses
The T2 cryogenic induction tunnel in Toulouse	remote-sensing slant paths p 163 N83-30898	p 104 N85-15735
p 134 N86-20424 Unsteady turbulent boundary layers: Experimental and	A system to measure LOS atmospheric transmittance at 19 GHz p 169 N84-24951	Rotating heat transfer investigations on a multi-pass
numerical investigations p 144 N86-27235	Portuguese Air Force, Alfragide.	cooling geometry p 111 N86-29825 Rolls-Royce Ltd., Derby (England).
Office of the Secretary of Defense, Washington, D. C.	Air traffic services in Portugal: Civil-military coordination	Cyclic endurance testing of the RB211-22B cast HP
Word processors in aerospace/detense information	aspects p 86 N83-22183	turbine blade p 106 N85-15747
services. Use of distributed information systems by the	Pratt and Whitney Aircraft, West Palm Beach, Fia.	Damage tolerance concepts for critical engine
Office of the Secretary of Defense p 243 N84-21429 Ohio State Univ., Columbus.	Instrumentation techniques in sea level test facilities p 131 N84-25727	components p 107 N86-25361 Limitations of manual NDT systems and the No Eyes
Numerical optical computing at the Ohio State	Pratt and Whitney Aircraft Group, West Paim Beach,	concept p 108 N86-25365
University p 239 N85-29775	Fia.	An analysis of rig test disc failures
Operational Research and Analysis Establishment, Ottawa (Ontario).	Manufacturing developments to reduce strategic	p 110 N86-25381
Computer aided construction of ground attack mission	materials usage p 150 N84-33475	Shroud segments for unshrouded blade turbines p 112 N86-29835
profiles over European terrain p 26 N84-15060	Coating developments to restrict strategic materials usage p 151 N84-33483	Rome Air Development Center, Griffiss AFB, N.Y.
Operations Research, Inc., Silver Spring, Md.	usage p 151 N84-33483 View of future requirements for engine cyclic durability	General review of military applications of voice
Implications of propagation uncertainties in frequency sharing analyses p 164 N83-30904	by analysis and testing p 107 N85-15751	processing p 165 N83-34180
Oxford Univ. (England).	Pratt and Whitney Aircraft of Canada Ltd., Longueuil	EHF air-to-air communications p 173 N85-19273 Time and space domain filtering for improved HF
Wake-passing in a turbine rotor cascade	(Quebec).	communication p 177 N85-19298
p 112 N86-29830	An investigation of in-flight near-field propeller noise generation and transmission p 74 N86-11171	Overview of RADC adaptive antenna developments for
The effect of density ratio on the film-cooling of a flat plate p 112 N86-29833	generation and transmission p 74 N86-11171 Pressure drop and heat transfer characteristics of	communications p 177 N85-19299
The measurement of local heat transfer coefficients in	circular and oblong low aspect ratio pin fins	The use of fault tolerant and testable high performance integrated circuits for improved military electronic system
blade cooling geometries p 114 N86-29848	p 111 N86-29827	availability p 188 N86-28347
_	Pratt and Whitney Aircraft of Canada Ltd., Mississauga	Rome Air Development Center, Hanscom AFB, Mass.
P	(Ontario).	HF over-the-horizon mapping of the Greenland icecap
	Advanced gearbox technology in small turbo propeller engines p 92 N85-23771	p 203 N84-15654 The effect of a low-altitude nuclear burst on millimeter
Pacific Missile Test Center, Point Mugu, Calif.	Prins Maurits Lab. TNO, Rijswijk (Netherlands).	wave propagation p 169 N84-24947
Effective life cycle software support: A study in discipline and versatility p 49 N85-16746	The heat sensitivity of solid propellants	High latitude spatially adaptive propagation experiment
Pacifica-Sierra Research Corp., Los Angeles, Calif.	p 60 N85-17043	p 183 N86-27544 Conductivity profiles of the disturbed polar ionosphere
Effects of the ionosphere on ELF signals during polar	Propellants, Explosives and Rocket Motor Establishment, Waltham Abbey (England).	from VLF reflection data p 186 N86-27560
cap absorption events: Comparison of theory and experiments p 186 N86-27562	Sensitiveness and explosiveness assessment at Perme	The impact of VLSI on integrated circuit radiation
	Waitham Abbey p 58 N85-17029	hardness p 188 N86-28345
Pagerborn Univ. (West Germany).	p 00 1100 17020	
Paderborn Univ. (West Germany). Recycling conform design p 152 N84-33488	Crack growth in propellants p 59 N85-17034	Rome Univ. (Italy).
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachan (France).	Crack growth in propellants p 59 Na5-17034 Hazard assessment of a hypothetical large rocket	Rome Univ. (Italy). Digital implementation of a laser active flight control
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachen (France). A modern with pseudo-orthoganal codes. Experimental	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042	Rome Univ. (Italy).
Recycling conform design p 152 N84-33488 Parla-Sud Univ., Cachan (France). A modem with pseudo-orthoganal codes Experimental results p 177 N85-19302	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., West Latayette, Ind.	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p 2 N83-22098 Hallistocardiography A non-invasive method advancing
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachan (France). A modern with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modern: Theoretical and experimental results	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states \$\rho 2 \text{N83-2298}\$ Hallistocardiography A non-invasive method advancing towards clinical application \$\rho 211 \text{N84-21993}\$
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachan (France). A modem with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modem: Theoretical and experimental results p 178 N85-19303	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket p 60 N85-17042 Purdue Univ., West Latayette, Ind. A model for correlating flat plate film cooling	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p. 2. N83-22098 Hallistocardiography: A non-invasive method advancing towards clinical application. p. 211. N84-21093 A decentralized active control system for a large flexible.
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachan (France). A modern with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modern: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numerique	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Latayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p. 2. NB3-22098. Hallistocardiography. A non-invasive method advancing towards clinical application. p. 211. NB4-21093. A decentralized active control system for a large flexible structure in space. p. 140. NB4-24622.
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachan (France). A modem with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modem: Theoretical and experimental results p 178 N85-19303	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Latayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p. 2. N83-22098 Hallistocardiography: A non-invasive method advancing towards clinical application. p. 211. N84-21093 A decentralized active control system for a large flexible.
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachan (France). A modern with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modern: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numerique transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Latayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p 2 N83-22098 Hallistocardiography Anch-invasive method advancing towards clinical application p 211 N84-21093 A decentralized active control system for a large flexible structure in space p 140 N84-24622 Helicopter active control with rotor blades relaxation p 57 N85-16819 Three-dimensional ballistocardiography in microgravity
Recycling conform design p 152 N84-33488 Paris-Sud Unitv., Cachen (France). A modem with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modem: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numerique transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547 Parts VI Univ. (France).	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Latayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840 R Racal Avionics Ltd., New Maiden (England).	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p. 2. N83-2298 Hallistocardiography. A non-invasive method advancing towards clinical application. p. 211. N84-21093 A decentralized active control system for a large flexible structure in space. p. 140. N84-24622 Helicopter active control with rotor blades relaxation. p. 57. N85-16819 Three-dimensional ballistocardiography in microgravity. p. 220. N85-31818
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachan (France). A modern with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modern. Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numerique transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes Paris VI Univ. (France). Spectral characteristics of high frequency waves	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Latayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840 R Racal Avionics Ltd., New Maiden (England), integrated control and display systems for helicopter	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p. 2. NB3-2298. Hallistocardiography. A non-invasive method advancing towards clinical application. p. 211. NB4-21093. A decentralized active control system for a large flexible structure in space. p. 140. NB4-24622. Helicopter active control with rotor blades relaxation. p. 57. NB5-16819. Three-dimensional ballistocardiography in microgravity. p. 220. NB5-31818. Royal Air Force, Barry (England).
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachan (France). A modern with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modern: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numerique transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Lafayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840 R Racal Avionics Ltd., New Maiden (England), integrated control and display systems for helicopter battlefield mission management p 56 N85-16805 Racal Decac Ltd., Chessington (England).	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p. 2. N83-2298 Hallistocardiography. A non-invasive method advancing towards clinical application. p. 211. N84-21093 A decentralized active control system for a large flexible structure in space. p. 140. N84-24622 Helicopter active control with rotor blades relaxation. p. 57. N85-16819 Three-dimensional ballistocardiography in microgravity. p. 220. N85-31818
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachan (France). A modern with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modern. Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numerique transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes Paris VI Univ. (France). Spectral characteristics of high frequency waves	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Latayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840 R Racal Avionics Ltd., New Maiden (England), integrated control and display systems for helicopter battlefield mission management p 56 N85-16805 Racal-Decca Ltd., Chessington (England), 10 or radar ground clutter measurements taken from	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p. 2. NB3-22098. Hallistocardiography. A non-invasive method advancing towards clinical application. p. 211. N84-21093. A decentralized active control system for a large flexible structure in space. p. 140. N84-24622. Helicopter active control with rotor blades relaxation. p. 57. NB5-16819. Three-dimensional ballistocardiography in microgravity. p. 220. NB5-31818. Royal Air Force, Barry (England). Uninstalled aero engine testing in operation in the Royal.
Recycling conform design p 152 N84-33488 Paris-Sud Unitv., Cachen (France). A modem with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modem: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numerque transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral ion flow p 184 N86-27550 Pennsytvania State Univ., University Park.	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Latayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840 R Racal Avionics Ltd., New Maiden (England), integrated control and display systems for helicopter battlefield mission management p 56 N85-16805 Racal-Decca Ltd., Chessington (England), 10 cm radar ground clutter measurements taken from a coastal steamer radar on passage from Bergen to North	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p 2 N83-22098 Hallistocardiography. A non-invasive method advancing towards clinical application. p 211 N84-21093 A decentralized active control system for a large flexible structure in space. p 140 N84-24622 Helicopter active control with notor blades relaxation. p 57 N85-16819 Three-dimensional ballistocardiography in microgravity. p 220 N85-31818 Royal Air Force, Barry (England). Uninstalled aero engine testing in operation in the Royal Air Force. London (England). Introduction. The clinical and biomedical evaluation for
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachan (France). A modern with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modern: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numerique transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral ion flow p 184 N86-27550 Pennsylvania State Univ., University Park. Annulus wall boundary layer development in a	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., West Lateyette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840 R Racal Avionics Ltd., New Maiden (England), integrated control and display systems for helicopter battlefield mission management p 56 N85-16805 Racal-Deca Ltd., Chesington (England), 10 cm radar ground clutter measurements taken from a coastal steamer radar on passage from Bergen to North Cape in May 1982 p 205 N84-15667	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p. 2. NB3-2298. Hallistocardiography. A non-invasive method advancing towards clinical application. p. 211. NB4-21093. A decentralized active control system for a large flexible structure in space. p. 140. NB4-24622. Helicopter active control with rotor blades relaxation. p. 57. NB5-16819. Three-dimensional ballistocardiography in microgravity. p. 20. NB5-31818. Royal Air Force, Barry (England). Uninstalled aero engine testing in operation in the Royal Air Force. p. 132. NB4-25731. Royal Air Force, London (England). Introduction. The clinical and biomedical evaluation for trauma and fatalities associated with acreew ejection and
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachan (France). A modern with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modern: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numerique transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral ion flow p 184 N86-27550 Pennsylvanta State Univ., University Park. Annulus wall boundary layer development in a compressor stage, including the effects of tip clearance	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Latayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840 R Racal Avionics Ltd., New Maiden (England), integrated control and display systems for helicopter battlefield mission management p 56 N85-16805 Racal-Decca Ltd., Chessington (England), 10 cm radar ground clutter measurements taken from a coastal steamer radar on passage from Bergen to North	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p 2 N83-22998 Hallistocardiography Anchanvasive method advancing towards clinical application p 211 N84-21993 A decentralized active control system for a large flexible structure in space p 140 N84-24622 Helicopter active control with rotor blades relaxation p 57 N85-16819 Three-dimensional ballistocardiography in microgravity p 220 N85-31818 Royal Air Force, Barry (England). Uninstalled aero engine testing in operation in the Royal Air Force, London (England). Introduction The clinical and biomedical evaluation for trauma and fatalities associated with aircrew ejection and crash p 217 N85-21970
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachan (France). A modern with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modern: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numerique transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral ion flow p 184 N86-27550 Pennsylvania State Univ., University Park. Annulus wall boundary layer development in a	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 50 N85-17042 Purdue Univ., Weat Latayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840 R Racal Avionics Ltd., New Malden (England), integrated control and display systems for helicopter battlefield mission management p 56 N85-16805 Racal-Decca Ltd., Chesaington (England), 10 cm radar ground clutter measurements taken from a coastal steamer radar on passage from Bergen to North Cape in May 1982 p 205 N84-15667 Ratcliffe (S.), Malvern (England), Management and planning concepts p 86 N83-22185	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p. 2. NB3-2298. Hallistocardiography. A non-invasive method advancing towards clinical application. p. 211. NB4-21093. A decentralized active control system for a large flexible structure in space. p. 140. NB4-24622. Helicopter active control with rotor blades relaxation. p. 57. NB5-16819. Three-dimensional ballistocardiography in microgravity. p. 20. NB5-31818. Royal Air Force, Barry (England). Uninstalled aero engine testing in operation in the Royal Air Force. p. 132. NB4-25731. Royal Air Force, London (England). Introduction. The clinical and biomedical evaluation for trauma and fatalities associated with acreew ejection and
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachen (France). A modem with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modem: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numenque transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral ion flow p 184 N86-27550 Pennsytvania State Univ., University Park. Annulus wall boundary layer development in a compressor stage, including the effects of bip clearance p 103 N84-18207 Petrie Telecommunications, Nepsean (Ontarlo). Equipment: Antenna systems p 159 N83-30868	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Lafayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes P 113 N86-29840 R Racal Avionics Ltd., New Maiden (England), Integrated control and display systems for helicopter battlefield mission management p 56 N85-18805 Racal-Deca Ltd., Chessington (England), 10 cm radar ground clutter measurements taken from a coastal steamer radar on passage from Bergen to North Cape in May 1982 Raciffe (S), Maivern (England), Management and planning concepts p 86 N83-22185 Raytheon Co., Sudbury, Mass.	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states \$\$p
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachen (France). A modem with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modem: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numerique transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral ion flow p 184 N86-27550 Pennsylventa State Univ., University Park. Annulus wall boundary layer development in a compressor stage, including the effects of tip clearance p 103 N84-18207 Petrie Telecommunications, Nepsan (Ontario). Equipment: Antenna systems p 159 N83-30868	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Lafayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840 R Racal Avionics Ltd., New Maiden (England), Integrated control and display systems for helicopter battlefield mission management p 56 N85-18805 Racal-Deca Ltd., Chessington (England), 10 cm radar ground clutter measurements taken from a coastal steamer radar on passage from Bergen to North Cape in May 1982 Raciffe (S), Maivern (England), Management and planning concepts p 86 N83-22185 Raytheon Co., Sudbury, Mass. Fault tolerant spaceborne computer p 138 N84-24607	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states \$\$p 2\$ N83-2298\$ Hallistocardiography A non-invasive method advancing towards clinical application \$\$p 211\$ N84-21093\$ A decentralized active control system for a large flexible structure in space \$\$p 140\$ N84-24622\$ Helicopter active control with rotor blades relaxation \$\$p 57\$ N85-16819\$ Three-dimensional ballistocardiography in microgravity \$\$p 20\$ N85-31818\$ Royal Air Force, Barry (England). Uninstalled aero engine testing in operation in the Royal Air Force \$\$p 132\$ N84-25731\$ Royal Air Force, London (England). Introduction The clinical and biomedical evaluation for trauma and fatalities associated with aircrew ejection and crash \$\$p 17\$ N85-21970\$ A review of Italaity, impairment of consciousness and head and neck injury on Royal Air Force ejections 1968-1981\$
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachen (France). A modern with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modern. Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numerique transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes Paris VI Univ. (France). p 183 N86-27547 Paris VI Univ. (France). p 183 N86-27547 Paris VI Univ. (France). Spectrat characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral ion flow p 184 N86-27550 Pennsylvania State Univ., University Park. Annulus wall boundary layer development in a compressor stage, including the effects of tip clearance p 103 N84-18207 Petrie Telecommunications, Nepsan (Ontario). Equipment: Antenna systems p 159 N83-30868 Adaptive systems in operation p 160 N83-30872 Philips Medical Service, Eindhoven (Netherlands).	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Lafayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840 R Racal Avionics Ltd., New Malden (England), integrated control and display systems for helicopter battlefield mission management p 56 N85-16805 Racal-Deca Ltd., Chesington (England), 10 cm radar ground clutter measurements taken from a casals steamer radar on passage from Bergen to North Cape in May 1982 p 205 N84-15667 Ratcliffe (S.), Malvern (England), Management and planning concepts p 86 N83-22185 Raytheon Co., Sudbury, Mass. Fault tolerant spaceborne computer p 138 N84-24607 RCA Government Systems Div., Cherry Hill, N.J.	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states \$\$p\$ 2. NB3-22998 Hallistocardiography Anch-invasive method advancing towards clinical application p. 211. N84-21993 A decentralized active control system for a large flexible structure in space p. 140. N84-24622 Helicopter active control with rotor blades relaxation p. 57. N85-16819 Three-dimensional ballistocardiography in microgravity p. 220. N85-31818 Royal Air Force, Barry (England). Uninstalled aero engine testing in operation in the Royal Air Force, London (England). Introduction. The clinical and biomedical evaluation for trauma and fatalities associated with aircrew ejection and crash. A review of fatality, impairment of consciousness and head and neck injury on Royal. Air Force ejections 1968-1981. Royal Air Force Inst. of Aviation Medicine, Farnborough (England).
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachen (France). A modem with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modem: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numenque transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral ion flow p 184 N86-27550 Pennsytvanta State Univ., University Park. Annulus wall boundary layer development in a compressor stage, including the effects of tip clearance p 103 N84-18207 Petrie Telecommunications, Nepean (Ontario). Equipment: Antenna systems p 159 N83-30868 Adaptive systems in operation p 160 N83-30872 Philips Medical Service, Eindhoven (Netherlands).	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., West Latayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840 R Racal Avionics Ltd., New Maiden (England). Integrated control and display systems for helicopter battlefield mission management p 56 N85-16805 Racal-Decca Ltd., Chesalington (England). 10 cm radar ground clutter measurements taken from a coastal steamer radar on passage from Bergen to North Cape in May 1982 p 205 N84-15667 Ratcliffe (S.), Malvern (England). Management and planning concepts p 86 N83-22185 Raytheon Co., Sudbury, Mass. Fault tolerant spaceborne computer p 138 N84-24607 RCA Government Systems Div., Cherry Hill, N.J. Design and simulation of an intelligent missile seeker	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states \$\$p 2\$ N83-2298\$ Hallistocardiography A non-invasive method advancing towards clinical application \$\$p 211\$ N84-21093\$ A decentralized active control system for a large flexible structure in space \$\$p 140\$ N84-24622\$ Helicopter active control with rotor blades relaxation \$\$p 57\$ N85-16819\$ Three-dimensional ballistocardiography in microgravity \$\$p 20\$ N85-31818\$ Royal Air Force, Barry (England). Uninstalled aero engine testing in operation in the Royal Air Force \$\$p 132\$ N84-25731\$ Royal Air Force, London (England). Introduction The clinical and biomedical evaluation for trauma and fatalities associated with aircrew ejection and crash \$\$p 17\$ N85-18197\$ A review of Italaity, impairment of consciousness and head and neck injury on Royal Air Force ejections 1968-1981\$
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachan (France). A modern with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modern: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numerique transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral ion flow p 184 N86-27550 Pennsytvania State Univ., University Park. Annulus wall boundary layer development in a compressor stage, including the effects of tip clearance p 103 N84-18207 Petrie Telecommunications, Nepean (Ontario). Equipment: Antenna systems p 159 N83-30868 p 160 N83-30872 Philips Medical Service, Eindhoven (Netherlands). Review of occupational medicine relevant to aviation medicine	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Lafayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840 R Racal Avionics Ltd., New Malden (England), integrated control and display systems for helicopter battlefield mission management p 56 N85-16805 Racal-Deca Ltd., Chessington (England), 10 cm radar ground clutter measurements taken from a coastal steamer radar on passage from Bergen to North Cape in May 1982 p 205 N84-15667 Ratcliffe (S.), Malvern (England), Management and planning concepts p 86 N83-22185 Raytheon Co., Sudbury, Mass. Fault tolerant spaceborne computer p 138 N84-24607 RCA Government Systems Div., Cherry Hill, N.J. Design and simulation of an intelligent missile seeker p 2	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p. 2. N83-22098 Hallistocardiography. A non-invasive method advancing towards clinical application. p. 211. N84-21093. A decentralized active control system for a large flexible structure in space. p. 140. N84-24622. Helicopter active control with rotor blades relaxation. p. 57. N85-16819. Three-dimensional ballistocardiography in microgravity. p. 220. N85-31818. Royal Air Force, Barry (England). Uninstalled aero engine testing in operation in the Royal Air Force. London (England). Introduction. The clinical and biomedical evaluation for trauma and fatalities associated with aircrew ejection and crash. p. 178. N85-21970. A review of fatality, impairment of consciousness and head and neck injury on Royal Air Force ejections 1968-1991. p. 218. N85-21975. Royal Air Force Inst. of Aviation Medicine, Farnborough (England). Adaptation to irregularity of rest and activity.
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachen (France). A modem with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modem: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numerique transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral ion flow p 184 N86-27550 Pennaytvanta State Univ., University Park. Annulus wall boundary layer development in a compressor stage, including the effects of tip clearance p 103 N84-18207 Petrie Telecommunications, Nepsan (Ontarlo). Equipment: Antenna systems p 159 N83-30868 Adaptive systems in operation p 160 N83-30872 Philips Medical Service, Eindhoven (Netherlands). Review of occupational medicine relevant to aviation medicine p 213 N84-33012	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Lafayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840 R Racal Avionics Ltd., New Maiden (England). Integrated control and display systems for helicopter battlefield mission management p 56 N85-18805 Racal-Deca Ltd., Chessington (England). 10 cm radar ground clutter measurements taken from a coastal steamer radar on passage from Bergen to North Cape in May 1982 p 205 N84-15667 Ratcliffe (S), Malvern (England). Management and planning concepts p 86 N83-22185 Raytheon Co., Sudbury, Mass. Fault tolerant spaceborne computer p 138 N84-24607 RCA Government Systems Div., Cherry HIII, N.J. Design and simulation of an intelligent missile seeker p 2 N83-22100 Renseeleer Polytechnic first., Troy, N.Y. The sensing and display of three-dimensional	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p. 2. NB3-2298. Hallistocardiography. A non-invasive method advancing towards clinical application. p. 211. NB4-21093. A decentralized active control system for a large flexible structure in space. p. 140. N84-24622. Helicopter active control with rotor blades relaxation. p. 57. NB5-16819. Three-dimensional ballistocardiography in microgravity. p. 220. NB5-31818. Royal Air Force, Barry (England). Uninstalled aero engine testing in operation in the Royal Air Force. p. 132. NB4-25731. Royal Air Force. London (England). Introduction. The clinical and biomedical evaluation for trauma and fatalities associated with aircrew ejection and crash. p. 17. NB5-21970. A review of fatality, impairment of consciousness and head and neck injury on Royal Air Force ejections 1968-1961. p. 218. NB5-21975. Royal Air Force Inst. of Aviation Medicine. Farnborough (England). Adaptation to irregulanty of rest and activity. p. 208. NB4-21070. Hypnotics and air operations. p. 208. NB4-21070. Workload of personnel engaged in air defence.
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachan (France). A modern with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modern: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numerique transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral ion flow p 184 N86-27550 Pennsylvania State Univ., University Park. Annulus wall boundary layer development in a compressor stage, including the effects of tip clearance p 103 N84-18207 Petrie Telecommunications, Nepean (Ontario). Equipment: Antenna systems p 159 N83-30868 Adaptive systems in operation p 169 N83-30872 Philips Medical Service, Eindhoven (Netherlands). Review of occupational medicine relevant to aviation medicine p 213 N84-33012 Physical Dynarica Northwest, Sellevue, Wash. Recent Hulat routile.	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Lafayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840 R Racal Avionics Ltd., New Malden (England), integrated control and display systems for helicopter battlefield mission management p 56 N85-16805 Racal-Deca Ltd., Chessington (England), 10 cm radar ground clutter measurements taken from a coastal steamer radar on passage from Bergen to North Cape in May 1982 p 205 N84-15667 Ratcliffe (S.), Malvern (England), Management and planning concepts p 86 N83-22185 Raytheon Co., Sudbury, Mass. Fault tolerant spaceborne computer p 138 N84-24607 RCA Government Systems Div., Cherry Hill, N.J. Design and simulation of an intelligent missile seeker p 2 N83-22100 Rensselser Polytechnic Inst., Troy, N.Y. The sensing and display of three-dimensional information with emphasis on solid modelling. Status and	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p. NB3-22098 Hallistocardiography. A non-invasive method advancing towards clinical application. p. 211. NB4-21093 A decentralized active control system for a large flexible structure in space. p. 140. NB4-24622 Helicopter active control with rotor blades relaxation. p. 57. NB5-16819 Three-dimensional ballistocardiography in microgravity. p. 220. NB5-31818 Royal Air Force, Barry (England). Uninstalled aero engine testing in operation in the Royal Air Force. p. 132. N84-25731 Royal Air Force, London (England). Introduction. The clinical and biomedical evaluation for trauma and fatalities associated with aircrew ejection and crash. p. 217. NB5-21970 A review of fatality, impairment of consciousness and head and neck injury on Royal Air Force ejections 1968-1981. Royal Air Force Inst. of Aviation Medicine, Farnborough (England). Adaptation to irregularity of rest and activity. p. 208. NB4-21072. Hypnotics and air operations. p. 208. NB4-21072. Workload of personnel engaged in air defence. p. 209. NB4-21079.
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachen (France). A modem with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modem: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numenque transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral on flow p 184 N86-27550 Pennsytvanta State Univ., University Park. Annulus wall boundary layer development in a compressor stage, including the effects of tip clearance p 103 N84-18207 Petrie Telecommunications, Nepean (Ontario). Equipment: Antenna systems p 159 N83-30868 Adaptive systems in operation p 160 N83-30872 Philips Medical Service, Eindhoven (Netherlands). Review of occupational medicine relevant to aviation medicine p 213 N84-33012 Physical Dynamics Northwest, Sellevie, Wesh. Recent HiLal results p 181 N86-27534 Physics and Electronics Lab. TNO, The Hague (Netherlands).	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Lafayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840 Racal Avionics Ltd., New Maiden (England). Integrated control and display systems for helicopter battlefield mission management p 56 N85-1805 Racal-Decca Ltd., Chessington (England). 10 cm radar ground clutter measurements taken from a coastal steamer radar on passage from Bergen to North Cape in May 1982 p 205 N84-15667 Ratciffe (S.), Malvern (England). Management and planning concepts p 86 N83-22185 Raytheon Co., Sudbury, Mass. Fault tolerant spaceborne computer p 138 N84-24607 RCA Government Systems Dtv., Cherry HIII, N.J. Design and simulation of an intelligent missile seeker p 2 N83-22100 Renselaer Polytechnic Inst., Troy, N.Y. The sensing and display of three-dimensional information with emphasis on solid modelling Status and applications	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p 2 N83-2298 Hallistocardiography Anch-invasive method advancing towards clinical application p 211 N84-21093 A decentralized active control system for a large flexible structure in space p 140 N84-24622 Helicopter active control with rotor blades relaxation p 57 N85-16819 Three-dimensional ballistocardiography in microgravity p 220 N85-31818 Royal Air Force, Barry (England). Uninstalled aero engine testing in operation in the Royal Air Force, Condon (England). Introduction The clinical and biomedical evaluation for trauma and fatalities associated with arcrew epiction and crash of talkities associated with arcrew epiction and crash of talkity, impairment of consciousness and head and neck injury on Royal Air Force ejections 1968-1981 Royal Air Force Inst. of Aviation Medicine, Fariborough (England). Adaptation to irregularity of rest and activity p 208 N84-21070 Hypnotics and air operations p 28 N84-21070 Workload of personnel engaged in air defence p 209 N84-21079 Human factors of air operations in the South Attantic
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachen (France). A modern with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modern: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numerique transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral ion flow p 184 N86-27550 Pennsylvania State Univ., University Park. Annulus wall boundary layer development in a compressor stage, including the effects of tip clearance p 103 N84-18207 Petrie Telecommunications, Nepean (Ontario). Equipment: Antenna systems p 159 N83-30868 p 160 N83-30872 Philips Medical Service, Einchoven (Netherlands). Review of occupational medicine relevant to aviation medicine p 213 N84-33012 Physical Dynamics Northwest, Bellevue, Wesh. Recent Hutal results p 181 N86-27534 Physics and Electronics Lab. TNO, The Hague (Netherlands).	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Lafayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840 R Racal Avionics Ltd., New Melden (England), integrated control and display systems for helicopter battlefield mission management p 56 N85-16805 Racal-Deca Ltd., Chessington (England), 10 cm radar ground clutter measurements taken from a coastal steamer radar on passage from Bergen to North Cape in May 1982 p 205 N84-15667 Ratcilffe (S.), Melvern (England). Management and planning concepts p 86 N83-22185 Raytheon Co., Sudbury, Mass. Fault tolerant spaceborne computer p 138 N84-24607 RCA Government Systems Div., Cherry HIII, N.J. Design and simulation of an intelligent missile seeker p 2 N83-22100 Rensealer Polytechnic Inst., Troy, N.Y. The sensing and display of three-dimensional information with emphasis on solid modelling. Status and applications.	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p 2 N83-2298 Hallistocardiography A non-invasive method advancing towards clinical application p 211 N84-21093 A decentralized active control system for a large flexible structure in space p 140 N84-24622 Helicopter active control with rotor blades relaxation p 57 N85-16819 Three-dimensional ballistocardiography in microgravity p 20 N85-31818 Royal Air Force, Barry (England). Uninstalled aero engine testing in operation in the Royal Air Force p 132 N84-25731 Royal Air Force, London (England). Introduction The clinical and biomedical evaluation for trauma and fatalities associated with aircrew ejection and crash p 217 N85-21970 A review of Istality, impairment of consciousness and head and neck injury on Royal Air Force ejections 1968-1981 Royal Air Force Inst. of Aviation Medicine, Farnborough (England). Adaptation to irregulanity of rest and activity p 208 N84-21070 Hypnotics and air operations p 208 N84-21070 P 209 N84-21070 Human factors of air operations in the South Atlantic campaign p 209 N84-21089
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachen (France). A modem with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modem: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numenque transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral on flow p 184 N86-27550 Pennsytvanta State Univ., University Park. Annulus wall boundary layer development in a compressor stage, including the effects of tip clearance p 103 N84-18207 Petrie Telecommunications, Nepean (Ontario). Equipment: Antenna systems p 159 N83-30868 Adaptive systems in operation p 160 N83-30872 Philips Medical Service, Eindhoven (Netherlands). Review of occupational medicine relevant to aviation medicine p 213 N84-33012 Physical Dynamics Northwest, Sellevie, Wesh. Recent HiLal results p 181 N86-27534 Physics and Electronics Lab. TNO, The Hague (Netherlands).	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Lafayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840 Reacal Avionics Ltd., New Maiden (England), Integrated control and display systems for helicopter battlefield mission management p 56 N85-18805 Reacal-Deca Ltd., Chessington (England), 10 cm radar ground clutter measurements taken from a coastal steamer radar on passage from Bergen to North Cape in May 1982 Ratcliffe (S.), Malvern (England), Management and planning concepts p 86 N83-22185 Raytheon Co., Sudbury, Mass. Fault tolerant spaceborne computer p 138 N84-24607 RCA Government Systems Div., Cherry Hill, N.J. Design and simulation of an intelligent missile seeker p 2 N83-2210 Rensealear Polytechnic Inst., Troy, N.Y. The sensing and display of three-dimensional information with emphasis on solid modelling Status and applications Gallium Arsenide wafer scale integration p 197 N86-19631 Gallium Arsenide wafer scale integration p 188 N86-28349 Research Triangle Park, N.C.	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p 2 N83-2298 Hallistocardiography Anch-invasive method advancing towards clinical application p 211 N84-21093 A decentralized active control system for a large flexible structure in space p 140 N84-24622 Helicopter active control with rotor blades relaxation p 57 N85-16819 Three-dimensional ballistocardiography in microgravity p 220 N85-31818 Royal Air Force, Barry (England). Uninstalled aero engine testing in operation in the Royal Air Force, Condon (England). Introduction The clinical and biomedical evaluation for trauma and fatalities associated with arcrew epiction and crash of talkities associated with arcrew epiction and crash of talkity, impairment of consciousness and head and neck injury on Royal Air Force ejections 1968-1981 Royal Air Force Inst. of Aviation Medicine, Fariborough (England). Adaptation to irregularity of rest and activity p 208 N84-21070 Hypnotics and air operations p 28 N84-21070 Workload of personnel engaged in air defence p 209 N84-21079 Human factors of air operations in the South Attantic
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachan (France). A modern with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modern: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numerique transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral ion flow p 184 N86-27550 Pennsylvania State Univ., University Park. Annulus wall boundary layer development in a compressor stage, including the effects of tip clearance p 103 N84-18207 Petrie Telecommunications, Nepean (Ontario). Equipment: Antenna systems p 159 N83-30868 Adaptive systems in operation p 160 N83-30872 Philips Medical Service, Eindhoven (Netherlands). Review of occupational medicine relevant to aviation medicine p 181 N86-27534 Physical Dynamica Northwest, Sellevue, Wash. Recent Hillal results Physical description of the filter for radar pulse compression p 189 N86-28353 Pias Univ. (Italy). Aerodynamic computation method of airfoil cascades	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Lafayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840 Recal Avionics Ltd., New Malden (England). Integrated control and display systems for helicopter battlefield mission management p 56 N85-16805 Racal-Decca Ltd., Chesington (England). 10 cm radar ground clutter measurements taken from a coastal steamer radar on passage from Bergen to North Cape in May 1982 p 205 N84-15667 Ratcliffe (S.), Malvern (England). Management and planning concepts p 86 N83-22185 Raytheon Co., Sudbury, Mass. Fault tolerant spaceborne computer p 138 N84-24607 RCA Government Systems Div., Cherry Hill, N.J. Design and simulation of an intelligent missile seeker p 2 N83-22100 Rensselaer Polytechnic Inst., Troy, N.Y. The sensing and display of three-dimensional information with emphasis on sold modelling Status and applications p 197 N86-19631 Gallium Arsenide water scale integration p 188 N86-28349 Research Triangle Inst., Research Triangle Park, N.C. Hardware/software codesign for maintainable systems	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p. 2. NB3-2298 Hallistocardiography. A non-invasive method advancing towards clinical application. p. 211. NB4-21093 A decentralized active control system for a large flexible structure in space. p. 140. NB4-24622 Helicopter active control with rotor blades relaxation. p. 57. NB5-16819 Three-dimensional ballistocardiography in microgravity. p. 220. NB5-31818 Royal Air Force, Barry (England). Uninstalled aero engine testing in operation in the Royal Air Force. p. 132. N84-25731 Royal Air Force, London (England). Introduction. The clinical and biomedical evaluation for trauma and fatalities associated with aircrew ejections and crash. p. 217. NB5-21970 A review of fatality, impairment of consciousness and head and neck injury on Royal Air Force ejections. 1968-1981. Royal Air Force Inst. of Aviation Medicine, Fariborough (England). Adaptation to irregulanty of rest and activity. p. 208. NB4-21072. Hypnotics and air operations. p. 208. NB4-21079. Human factors of air operations in the South Attantic campaign. p. 209. NB4-21079. Human factors of air operations in the South Attantic campaign. p. 212. NB4-2683. Thermal control problems in military helicopters.
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachen (France). A modem with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modem: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numenque transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral ion flow p 184 N86-27550 Pennsylvanta State Univ., University Park. Annulus wall boundary layer development in a compressor stage, including the effects of tip clearance p 103 N84-18207 Petrie Telecommunications, Nepean (Ontario). Equipment: Antenna systems p 159 N83-30868 Adaptive systems in operation p 160 N83-30872 Philips Medical Service, Eindhoven (Netherlands). Revew of occupational medicine relevant to aviation medicine p 213 N84-33012 Physical Dynamics Northwest, Bellevie, Wesh. Recent HiLat results p 181 N86-27534 Physics and Electronics Lab. TNO, The Hague (Netherlands). Real-time digital matched filter for radar julise compression p 189 N86-28353 Pisa Univ. (Italy). Aerodynamic computation method of arfoil cascades subjected to viscous flow p 102 N84-18188	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Lafayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840 Racal Avionics Ltd., New Maiden (England). Integrated control and display systems for helicopter battlefield mission management p 56 N85-18805 Racal-Deca Ltd., Chessington (England). 10 cm radar ground clutter measurements taken from a coastal steamer radar on passage from Bergen to North Cape in May 1982 p 205 N84-15667 Ratcliffe (S), Malvern (England). Management and planning concepts p 86 N83-22185 Raytheon Co., Sudbury, Mass. Fault tolerant spaceborne computer p 138 N84-24607 RCA Government Systems Div., Cherry HIII, N.J. Design and simulation of an intelligent missile seeker p 2 N83-22100 Renseeleer Polytechnic Inst., Troy, N.Y. The sensing and display of three-dimensional information with emphasis on solid modelling Status and applications p 197 N86-19631 Gallium Arsenide wafer scale integration p 188 N86-28349 Research Triangle Inst., Research Triangle Park, N.C. Hardware/software codesign for maintainable systems p 50 N85-16753	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p 2 N83-22098 Hallistocardiography Anch-invasive method advancing towards clinical application p 211 N84-21093 A decentralized active control system for a large flexible structure in space p 140 N84-24622 Helicopter active control with rotor blades relaxation p 57 N85-16819 Three-dimensional ballistocardiography in microgravity p 220 N85-31818 Royal Air Force, Barry (England). Uninstalled aero engine testing in operation in the Royal p 132 N84-25731 Royal Air Force, London (England). Introduction The clinical and biomedical evaluation for trauma and fatalities associated with aircrew ejection and crash p 217 N85-21970 A review of fatality, impairment of consciousness and head and neck injury on Royal Air Force ejections 1968-1991 Royal Air Force Inst. of Aviation Medicine, Farnborough (England). Adaptation to irregularity of rest and activity p 208 N84-21072 Hyphotics and air operations p 208 N84-21072 Hyphotics and air operations in the South Atlantic campaign p 212 N84-2688 Visual problems in helicopter operations p 212 N84-2688 Thermal control problems in military helicopters p 212 N84-2688
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachen (France). A modem with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modem: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numerique transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral ion flow p 184 N86-27550 Pennsylvania State Univ., University Park. Annulus wall boundary layer development in a compressor stage, including the effects of tip clearance p 103 N84-16207 Petrie Telecommunications, Nepsen (Ontario). Equipment: Antenna systems p 159 N83-30868 Adaptive systems in operation p 160 N83-30872 Philips Medical Service, Eindhoven (Netherlands). Revent Hittal results p 181 N86-27534 Physics and Electronics Lab. TNO, The Hague (Netherlands). Red-time digital matched filter for radar pulse compression p 189 N86-28353 Plas Univ. (Italy). Aerodynamic computation method of airfoil cascades subjected to viscous flow p 102 N84-16198 Problems of elastic hydrodynamic lubrication of	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Lafayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840 Recal Avionics Ltd., New Malden (England). Integrated control and display systems for helicopter battlefield mission management p 56 N85-16805 Racal-Decca Ltd., Chesington (England). 10 cm radar ground clutter measurements taken from a coastal steamer radar on passage from Bergen to North Cape in May 1982 p 205 N84-15667 Ratcliffe (S.), Malvern (England). Management and planning concepts p 86 N83-22185 Raytheon Co., Sudbury, Mass. Fault tolerant spaceborne computer p 138 N84-24607 RCA Government Systems Div., Cherry Hill, N.J. Design and simulation of an intelligent missile seeker p 2 N83-22100 Rensselaer Polytechnic Inst., Troy, N.Y. The sensing and display of three-dimensional information with emphasis on sold modelling Status and applications p 197 N86-19631 Gallium Arsenide water scale integration p 188 N86-28349 Research Triangle Inst., Research Triangle Park, N.C. Hardware/software codesign for maintainable systems	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p. 2. NB3-22098. Hallistocardiography. A non-invasive method advancing towards clinical application. p. 211. NB4-21093. A decentralized active control system for a large flexible structure in space. p. 140. N84-24622. Helicopter active control with rotor blades relaxation. p. 57. NB5-16819. Three-dimensional ballistocardiography in microgravity. p. 220. NB5-31818. Royal Air Force, Barry (England). Uninstalled aero engine testing in operation in the Royal Air Force p. 132. N84-25731. Royal Air Force London (England). Introduction. The clinical and biomedical evaluation for trauma and fatalities associated with aircrew ejection and crash. 187. NB5-21970. A review of fatality, impairment of consciousness and head and neck injury on Royal Air Force ejections 1968-1961. NB5-21975. Royal Air Force Inst. of Aviation Medicine. Farnborough (England). Adaptation to irregulanty of rest and activity. P. 208. NB4-21072. Hypnotics and air operations. p. 208. NB4-21072. Workload of personnel engaged in air defence. p. 209. NB4-21080. Visual problems in helicopter operations. p. 212. NB4-26283. Thermal control problems in military helicopters. p. 212. NB4-26286. Some effects of display format variables on the
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachen (France). A modem with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modem: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numerque transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral ion flow p 184 N86-27550 Pennsylvania State Univ., University Park. Annulus wall boundary layer development in a compressor stage, including the effects of big clearance p 103 N84-16207 Petrie Telecommunications, Nepean (Ontario). Equipment: Antenna systems p 159 N83-30868 p 160 N83-30872 Philips Medical Service, Eindhover (Netherlands). Review of occupational medicine relevant to avisation medicine Physical Dynamics Northwest, Belleviue, Wesh. Recent Hittal results p 181 N86-27534 Physics and Electronics Lab. TNO, The Hague (Netherlands). Real-time digital matched filter for radar pulse compression p 189 N86-28383 Plas Univ. (Italy). Aerodynamic computation method of airfoil cascades subjected to viscous flow p 102 N84-18198 Problems of elastic hydrodynamic fubrication of helicopter transmission gears	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Lafayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840 Recal Avionics Ltd., New Malden (England), integrated control and display systems for helicopter battlefield mission management p 56 N85-16805 Racal-Deca Ltd., Chessington (England). 10 cm radar ground clutter measurements taken from a coastal steamer radar on passage from Bergen to North Cape in May 1982 p 205 N84-15667 Ratcliffe (S.), Malvern (England). Management and planning concepts p 86 N83-22185 Raytheon Co., Sudbury, Mass. Fault tolerant spaceborne computer p 138 N84-24607 RCA Government Systems Div., Cherry HIII, N.J. Design and simulation of an intelligent missile seeker p 2 N83-22100 Renseelser Polytechnic Inst., Troy, N.Y. The sensing and display of three-dimensional information with emphasis on solid modelling. Status and applications Gallium Arsenide water scale integration P 188 N86-28349 Research Triangle Inst., Research Triangle Park, N.C. Hardware/software codesign for maintainable systems p 50 N85-16753 Rochester Univ., N.Y. The biological effects of radiofrequency radiation p 179 N85-27131	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p 2 N83-22998 Hallistocardiography A non-invasive method advancing towards clinical application p 211 N84-21993 A decentralized active control system for a large flexible structure in space p 140 N84-24622 Helicopter active control with rotor blades relaxation p 57 N85-16819 Three-dimensional ballistocardiography in microgravity p 220 N85-31818 Royal Air Force, Barry (England). Uninstalled aero engine testing in operation in the Royal Air Force p 132 N84-25731 Royal Air Force, London (England). Introduction The clinical and biomedical evaluation for trauma and fatalities associated with aircrew ejection and crash p 217 N85-21970 A review of fatality, impairment of consciousness and head and neck injury on Royal Air Force ejections 1968-1981 p 218 N85-21975 Royal Air Force Inst, of Aviation Medicine, Farnborough (England). Adaptation to irregularity of rest and activity p 208 N84-21072 Hypnotics and air operations p 208 N84-21072 Workload of personnel engaged in air defence p 209 N84-21079 Human factors of air operations in the South Atlantic campaign p 209 N84-21080 Visual problems in helicopter operations p 212 N84-26283 Thermal control problems in military helicopters p 212 N84-26283 Thermal control problems in military helicopters p 212 N84-26285 Some effects of display format variables on the perception of aircraft spatial orientation.
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachen (France). A modem with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modem: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numerique transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral ion flow p 184 N86-27550 Pennsylvania State Univ., University Park. Annulus wall boundary layer development in a compressor stage, including the effects of tip clearance p 103 N84-16207 Petrie Telecommunications, Nepsen (Ontario). Equipment: Antenna systems p 159 N83-30868 Adaptive systems in operation p 160 N83-30872 Philips Medical Service, Eindhoven (Netherlands). Revent Hittal results p 181 N86-27534 Physics and Electronics Lab. TNO, The Hague (Netherlands). Red-time digital matched filter for radar pulse compression p 189 N86-28353 Plas Univ. (Italy). Aerodynamic computation method of airfoil cascades subjected to viscous flow p 102 N84-16198 Problems of elastic hydrodynamic lubrication of	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Lafayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840 R Racal Avionics Ltd., New Malden (England). Integrated control and display systems for helicopter battlefield mission management p 56 N85-16805 Racal-Decca Ltd., Chesington (England). 10 cm rader ground clutter measurements taken from a coastal stomer radar on passage from Bergen to North Cape in May 1982 p 205 N84-15667 Ratcliffe (S.), Malvern (England). Management and planning concepts Raytheon Co., Sudbury, Mass. Fault tolerant spaceborne computer p 138 N84-24607 RCA Government Systems Dtv., Cherry Hill, N.J. Design and simulation of an intelligent missile seeker p 2 N83-22100 Rensselaer Polytechnic Inst., Troy, N.Y. The sensing and display of three-dimensional information with emphasis on solid modelling. Status and applications p 197 N86-19631 Gallium Arsenide wafer scale integration p 188 N86-28349 Research Triangle Inst., Research Triangle Park, N.C. Hardware/software codesign for maintainable systems p 50 N85-16753 Rochester Univ., N.Y. The biological effects of radiofrequency radiation p 179 N85-27131 Review of epidemiological studies of humane e sures	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states. P. 2. NB3-22098. Hallistocardiography. A non-invasive method advancing towards clinical application. A decentralized active control system for a large flexible structure in space. P. 14. NB4-21093. A decentralized active control system for a large flexible structure in space. P. 57. NB5-16819. Three-dimensional ballistocardiography in microgravity. P. 220. NB5-31818. Royal Air Force, Barry (England). Uninstalled aero engine testing in operation in the Royal Air Force. P. 12. NB4-25731. Royal Air Force, London (England). Introduction. The clinical and biomedical evaluation for trauma and fatalities associated with aircrew ejection and crash. P. 217. NB5-21970. A review of fatality, impairment of consciousness and head and neck injury on Royal Air Force ejections. 1968-1981. P. 218. NB5-21975. Royal Air Force Inst. of Aviation Medictine. Famborough (England). Adaptation to irregulantly of rest and activity. P. 208. NB4-21070. Hypnotics and air operations. P. 208. NB4-21070. Hypnotics and air operations in the South Atlantic campaign. Visual problems in helicopter operations. P. 212. NB4-26286. Thermal control problems in military helicopters. P. 212. NB4-26286. Some effects of display format variables on the
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachen (France). A modem with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modem: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numenque transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral ion flow p 184 N86-27550 Pennsytvanta State Univ., University Park. Annulus wall boundary layer development in a compressor stage, including the effects of tip clearance p 103 N84-16207 Petrie Telecommunications, Nepean (Ontario). Equipment: Antenna systems p 159 N83-30868 Adaptive systems in operation p 160 N83-30872 Philips Medical Service, Eindhoven (Netherlands). Revew of occupational medicine relevant to aviation medicine p 213 N84-33012 Physical Dynamics Northwest, Bellevie, Wesh. Revent Hittal results p 181 N86-27534 Physics and Electronics Lab. TNO. The Hague (Netherlands). Real-time digital matched filter for radar julise compression p 189 N86-28353 Pisa Univ. (Italy). Aerodynamic computation method of airfoil cascades subjected to viscous flow p 102 N84-16198 Problems of elastic hydrodynamic lubrication of helicopter transmission gears p 94 N85-23784 Pleasery Ce. Ltd., Romeey (England). Hardware and architecture design of VLSI systems	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Lafayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes P 113 N86-29840 Racal Avionics Ltd., New Maiden (England). Integrated control and display systems for helicopter battlefield mission management p 56 N85-16805 Racal Decoca Ltd., Chessington (England). 10 cm radar ground clutter measurements taken from a coastal steamer radar on passage from Bergen to North Cape in May 1982 Racitiffe (S.), Maivern (England). Management and planning concepts p 86 N83-22185 Raytheon Co., Sudbury, Mass. Fault tolerant spaceborne computer p 138 N84-24607 RCA Government Systems Div., Cherry Hill, N.J. Design and simulation of an intelligent missile seeker p 2 N83-22100 Renselaer Polytechnic Inst., Troy, NY. The sensing and display of three-dimensional information with emphasis on solid modelling Status and applications p 197 N86-19631 Gallium Arsenide wafer scale integration p 188 N86-28349 Research Triangle Inst., Research Triangle Park, N.C. Hardware/software codesign for maintainable systems p 50 N85-16753 Rochester Univ., N. Y. The belogical effects of radiofrequency radiation p 179 N85-27131 Review of epidemiological studies of human esures to radiofrequency radiation p 160 N85-27131	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p. 2 N83-22098 Hallistocardiography Anch-invasive method advancing towards clinical application p. 211 N84-21093 A decentralized active control system for a large flexible structure in space p. 140 N84-24622 Helicopter active control with rotor blades relaxation p. 57 N85-16819 Three-dimensional ballistocardiography in microgravity p. 220 N85-31818 Royal Air Force, Barry (England). Uninstalled aero engine testing in operation in the Royal Air Force, London (England). Introduction The clinical and biomedical evaluation for trauma and fatalities associated with aircrew ejections of trauma and fatality, impairment of consciousness and head and neck injury on Royal Air Force ejections 1968-1991 Royal Air Force Inst. of Aviation Medicine, Faramborough (England). Adaptation to irregularity of rest and activity p. 208 N84-21072 Workload of personnel engaged in air defence p. 209 N84-21072 Workload of personnel engaged in air defence p. 209 N84-21072 Hypnotics and air operations in the South Attantic campaign Visual problems in helicopter operations p. 212 N84-26283 Thermal control problems in military helicopters p. 212 N84-26283 Thermal control problems in military helicopters p. 212 N84-26286 Some results of the European vestibular experiments in the Spacelab-1 mission p. 219 N85-31809
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachen (France). A modem with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modem: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numerique transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral ion flow p 184 N86-27550 Pennsylvania State Univ., University Park. Annulus wall boundary layer development in a compressor stage, including the effects of tip clearance p 103 N84-18207 Petrie Telecommunications, Nepsan (Ontario). Equipment: Antenna systems p 159 N83-30868 Adaptive systems in operation p 160 N83-30872 Philips Medical Service, Einchoven (Netherlands). Review of occupational medicine relevant to aviation medicine p 213 N84-33012 Physical Dynamics Northwest, Selfeue, Wash. Recent Hittal results p 181 N86-27534 Physical Dynamics Northwest, Selfeue, Wash. Recent Hittal results p 181 N86-28349 Physical Dynamics Northwest (Selfeue, Wash. Recent Hittal results p 189 N86-28353 Phase Univ. (Italy). Aerodynamic computation method of airfoil cascades subjected to viscous flow p 102 N84-18198 Problems of elastic hydrodynamic lubrication of helicopter transmission gears p 188 N86-28346 Plessey Redar Ltd., Chessington (England).	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Lafayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes P 113 N86-29840 Racal Avionics Ltd., New Maiden (England), Integrated control and display systems for helicopter battlefield mission management p 56 N85-16805 Racal-Deca Ltd., Chessington (England), 10 cm radar ground clutter measurements taken from a coastal steamer radar on passage from Bergen to North Cape in May 1982 Ratiliffe (S.), Malvern (England), Management and planning concepts p 86 N83-22185 Raytheon Co., Sudbury, Mass. Fault tolerant spaceborne computer p 138 N84-24607 RCA Government Systems Div., Cherry Hill, N.J. Design and simulation of an intelligent missile seeker p 2 N83-22100 Renselaer Polytechnic Inst., Troy, N.Y. The sensing and display of three-dimensional information with emphasis on solid modelling Status and applications p 197 N86-19631 Gallium Arsenide wafer scale integration p 188 N86-28349 Research Triangle Inst., Research Triangle Park, N.C. Hardware/software codesign for maintainable systems p 50 N85-16753 Rochester Univ., N.Y. The belogical effects of radiofrequency radiation p 179 N85-27131 Review of epidemiological studies of human esures to radiofrequency radiation p 180 N85-27131 Review of epidemiological studies of human esures to radiofrequency radiation p 180 N85-27131 Review of epidemiological studies of human esures to radiofrequency radiation p 180 N85-27131 Rochester Univ., New York, Neuropolium and the political properties of radiofrequency radiation p 180 N85-27134 Rochester Univ., Neuropolium correlates of motion surkness. Role	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p 2 N83-22098 Hallistocardiography A non-invasive method advancing towards clinical application p 211 N84-21093 A decentralized active control system for a large flexible structure in space p 140 N84-24622 Helicopter active control with rotor blades relaxation p 57 N85-16819 Three-dimensional ballistocardiography in microgravity p 220 N85-31818 Royal Air Force, Barry (England). Uninstalled aero engine testing in operation in the Royal Air Force p 132 N84-25731 Royal Air Force, London (England). Introduction The clinical and biomedical evaluation for trauma and fatalities associated with aircrew ejection and crash p 217 N85-21970 A review of fatality, impairment of consciousness and head and neck injury on Royal Air Force ejections 1968-1961 P 218 N85-21975 Royal Air Force Inst. of Aviation Medicine, Farnborough (England). Adaptation to irregulanty of rest and activity p 208 N84-21072 Hypnotics and air operations p 208 N84-21072 Workload of personnel engaged in air defence p 209 N84-21079 Human factors of air operations in the South Attentic campaign p 219 N85-21980 Visual problems in helicopter operations p 212 N84-26283 Thermal control problems in military helicopters p 212 N84-26286 Some results of display format variables on the perception of aircraft spatial orientation p 230 N85-19666 Some results of the European vestibular experiments in the Spacelab-1 mission p 231 N85-31809 Entry visual standards and ocular examination in the control problems and ocular examination in the control problems and ocular examination in the page of the perception of aircraft spatial orientation and ocular examination an
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachen (France). A modem with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modem: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numenque transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral ion flow p 184 N86-27550 Pennsytvania State Univ., University Park. Annulus wall boundary layer development in a compressor stage, including the effects of tip clearance p 103 N84-18207 Petrie Telecommunications, Nepsean (Ontario). Equipment: Antenna systems p 159 N83-30868 p 150 N83-30872 Philips Bredical Service, Eindhover (Netherlands). Review of occupational medicine relevant to aviation medicine p 213 N84-33012 Physical Dynamics Northwest, Belleviue, Wash. Recent Hittal results p 181 N86-27534 Physics and Electronics Lab. TNO, The Hague (Netherlands). Aerodynamic computation method of airfoil cascades subjected to viscous flow p 102 N84-16198 Problems of elastic hydrodynamic lubrication of helicopter transmission gears p 94 N86-28354 Plessey Redar Ltd., Chessington (England). The estimation and correction of refractive bending in	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Lafayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840 Recal Avionics Ltd., New Melden (England), integrated control and display systems for helicopter battlefield mission management p 56 N85-16805 Recal-Deca Ltd., Chessington (England), 10 cm radar ground clutter measurements taken from a coastal steamer radar on passage from Bergen to North Cape in May 1982 p 205 N84-15667 Ratcillffe (S.), Melvern (England), Management and planning concepts p 86 N83-22185 Raytheon Co., Sudbury, Mass. Fault tolerant spaceborne computer p 138 N84-24607 RCA Government Systems Div., Cherry Hill, N.J. Design and simulation of an intelligent missile seeker p 2 N83-22100 Rensealear Polytechnic Inst., Troy, N.Y. The sensing and display of three-dimensional information with emphasis on solid modelling. Status and applications g 197 N86-19631 Gallium Arsenide water scale integration p 197 N86-19631 Gallium Arsenide water scale integration. P 188 N86-2849 Research Triangle Park, N.C. Hardware/software codesign for maintainable systems p 50 N85-16753 Rochester Univ., N. Y. The biological effects of radiofrequency radiation p 179 N85-27131 Review of epidemiological studies of human esures to radiofrequency radiation p 180 N85-27131 Rockesteter Univ., New York. Neurophysiological correlates of motion sickness. Role of vestibulocerebellum and Yomming center' reanalyzed	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p 2 N83-2298 Hallistocardiography A non-invasive method advancing towards clinical application p 211 N84-21093 A decentralized active control system for a large flexible structure in space p 140 N84-24622 Helicopter active control with rotor blades relaxation p 57 N85-16819 Three-dimensional ballistocardiography in microgravity p 20 N85-31818 Royal Air Force, Barry (England). Uninstalled aero engine testing in operation in the Royal Air Force p 132 N84-25731 Royal Air Force, London (England). Introduction The clinical and biomedical evaluation for trauma and fatalities associated with aircrew ejections and crash p 217 N85-21970 A review of tatality, impairment of consciousness and head and neck injury on Royal Air Force ejections 1968-1981 p 218 N85-21975 Royal Air Force Inst. of Aviation Medicine, Fariborough (England). Adaptation to irregulanty of rest and activity p 208 N84-21072 Hypnotics and air operations p 208 N84-21072 Hypnotics and air operations in the South Attantic campaign p 209 N84-21079 Human factors of air operations in the South Attantic campaign p 212 N84-2686 Some effects of display format vaniables on the perception of aircraft spatial onentation p 219 N84-2686 Some results of the European vestibular experiments in the Spacelab-1 mission p 219 N85-3031 Entry visual standards and ocular examination in techniques for future fighter aircrew p 226 N86-30317
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachen (France). A modem with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modem: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numerque transauroraux en ondes decametriques optimization of H. F. digital radio systems at high latitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral on flow p 184 N86-27550 Pennsylvania State Univ., University Park. Annulus wall boundary layer development in a compressor stage, including the effects of tipic learance p 103 N84-16207 Petrie Telecommunications, Nepsan (Ontario). Equipment: Antenna systems p 159 N83-30868 Adaptive systems in operation p 180 N83-30872 Philips Medical Service, Einchoven (Netherlands). Review of occupational medicine relevant to aviation medicine p 213 N84-33012 Physical Dynamics Northwest, Sellevue, Wash. Recent Hittal results p 181 N86-27534 Physica of Lital production method of airfoil cascades subjected to viscous flow p 102 N84-16198 Problems of elastic hydrodynamic lubrication of helicopter transmission gears p 94 N85-23784 Plessey Redar Ltd., Chessington (England). The estimation and correction of refractive bending in the AR3-D tactical rader systems p 170 N84-24958	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Lafayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes p 113 N86-29840 Racal Avionics Ltd., New Maiden (England). Integrated control and display systems for helicopter battlefield mission management p 56 N85-16805 Racal-Decca Ltd., Chessington (England). 10 cm radar ground clutter measurements taken from a coastal steamer radar on passage from Bergen to North Cape in May 1982 p 205 N84-15667 Ratciffe (S.), Malvern (England). Management and planning concepts p 86 N83-22185 Raytheon Co., Sudbury, Mass. Fault tolerant spaceborne computer Fault tolerant spaceborne computer Fault tolerant spaceborne computer P 138 N84-24607 RCA Government Systems Dtv., Cherry HIII, N.J. Design and simulation of an intelligent missile seeker p 2 N83-22100 Renselser Polytechnic Inst., Troy, N.Y. The sensing and display of three-dimensional information with emphasis on solid modelling Status and applications p 180 N86-28349 Research Triangle Inst., Research Triengle Park, N.C. Hardware/software codesign for maintainable systems p 50 N85-16753 Rochester Univ., N. Y. The biological effects of radiofrequency radiation p 179 N85-27131 Review of epidemiological studies of human e aures to radiofrequency radiation p 180 N85-27134 Review of epidemiological studies of human e aures to radiofrequency radiation p 180 N85-27134	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p. 2. N83-22098 Hallistocardiography. A non-invasive method advancing towards clinical application. p. 211. N84-21093 A decentralized active control system for a large flexible structure in space. p. 140. N84-24622 Helicopter active control with rotor blades relaxation. p. 57. N85-16819 Three-dimensional ballistocardiography in microgravity. p. 220. N85-31818 Royal Air Force, Barry (England). Uninstalled aero engine testing in operation in the Royal Air Force. p. 132. N84-25731 Royal Air Force, London (England). Introduction. The clinical and biomedicial evaluation for trauma and fatalities associated with aircrew ejection and crash. p. 178. N85-21970 A review of fatality, impairment of consciousness and head and neck injury on Royal Air Force ejections 1968-1991. p. 218. N85-21975 Royal Air Force Inst. of Aviation Medicine. Farnborough (England). Adaptation to irregularity of rest and activity. p. 208. N84-21070 Hypnotics and air operations. p. 208. N84-21070 Workload of personnel engaged in air defence. p. 209. N84-21070 Workload of personnel engaged in air defence. p. 209. N84-21070 Human factors of air operations in the South Attantic campagn. Visual problems in helicopter operations. p. 212. N84-26283 Thermal control problems in military helicopters. p. 212. N84-26283 Thermal control problems in military helicopters. p. 212. N84-26286 Some effects of display format vanables on the perception of aircraft spatial orientation. p. 230. N85-1966 Some results of the European estibular experiments in the Spacelab-1 mission. p. 219. N85-31809 Entity visual standards and ocular examination.
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachen (France). A modem with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modem: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numenque transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral ion flow p 184 N86-27550 Pennsytvania State Univ., University Park. Annulus wall boundary layer development in a compressor stage, including the effects of tip clearance p 103 N84-18207 Petrie Telecommunications, Nepsean (Ontario). Equipment: Antenna systems p 159 N83-30868 p 150 N83-30872 Philips Bredical Service, Eindhover (Netherlands). Review of occupational medicine relevant to aviation medicine p 213 N84-33012 Physical Dynamics Northwest, Belleviue, Wash. Recent Hittal results p 181 N86-27534 Physics and Electronics Lab. TNO, The Hague (Netherlands). Aerodynamic computation method of airfoil cascades subjected to viscous flow p 102 N84-16198 Problems of elastic hydrodynamic lubrication of helicopter transmission gears p 94 N86-28354 Plessey Redar Ltd., Chessington (England). The estimation and correction of refractive bending in	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Lafayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes P 113 N86-29840 Racal Avionics Ltd., New Maiden (England), integrated control and display systems for helicopter battlefield mission management p 56 N85-16805 Racal Decca Ltd., Chessington (England), 10 cm radar ground clutter measurements taken from a coastal steamer radar on passage from Bergen to North Cape in May 1982 p 205 N84-15667 Ratcilffe (S.), Malvern (England), Management and planning concepts p 86 N83-22185 Raytheon Co., Sudbury, Mass. Fault tolerant spaceborne computer p 138 N84-24607 RCA Government Systems Div., Cherry Hill, N.J. Design and simulation of an intelligent missile seeker p 2 N83-22100 Rensealear Polytechnic Inst., Troy, N.Y. The sensing and display of three-dimensional information with emphasis on solid modelling. Status and applications. Gallium Arsende water scale integration p 197 N86-19631 Gallium Arsende water scale integration. P 188 N86-2849 Research Triangle Inst., Research Triangle Park, N.C. Hairdware/software codesign for maintainable systems p 50 N85-16753 Rochester Univ., N. Y. The biological effects of radiofrequency radiation p 179 N85-27131 Review of epidemiological studies of human esures to radiofrequency radiation p 180 N85-27134 Rocket Research Corp., Redmond, Wash.	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p. 2 N83-22098. Hallistocardiography: A non-invasive method advancing towards clinical application. p. 211. N84-21093. A decentralized active control system for a large flexible structure in space. p. 140. N84-24622. Helicopter active control with rotor blades relaxation. p. 57. N85-16819. Three-dimensional ballistocardiography in microgravity. p. 220. N85-31818. Three-dimensional ballistocardiography in microgravity. p. 220. N85-31818. Uninstalled aero engine testing in operation in the Royal Air Force. Barry (England). Uninstalled aero engine testing in operation in the Royal Air Force. London (England). Introduction. The clinical and biomedical evaluation for trauma and fatalities associated with aercew ejection and crash. p. 217. N85-21970. A review of tatality, impairment of consciousness and head and neck injury on Royal Air Force ejections. p. 218. N85-21975. Royal Air Force Inst. of Aviation Medicine. Fariborough (England). Adaptation to irregulantly of rest and activity. p. 208. N84-21072. Hypnotics and air operations. p. 208. N84-21072. Workload of personnel engaged in air defence. p. 209. N84-21072. Human factors of air operations in the South Atlantic campaign. p. 209. N84-21079. Human factors of air operations in the South Atlantic campaign. p. 212. N84-26283. Thermal control problems in helicopter operations. p. 212. N84-26283. Some effects of display format variables on the perception of aircraft spatial onentation. p. 230. N85-19666. Some results of the European vestibular experiments in the Spacelab-1 mission. p. 219. N85-30317. Royal Aircraft Establishment, Bedford (England). Some measurements of buffeting on a flutter model of
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachen (France). A modem with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modem: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numerique transauroraux en ondes decametriques optimization of H.F. digital radio systems at high laitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral on flow p 184 N86-27550 Pennsylvania State Univ., University Park. Annulus wall boundary layer development in a compressor stage, including the effects of tip clearance p 103 N84-18207 Petrie Telecommunications, Nepsein (Ontario). Equipment: Antenna systems p 159 N83-30868 Adaptive systems in operation p 160 N83-30872 Philips Medical Service, Einchoven (Netherlands). Review of occupational medicine relevant to aviation medicine p 213 N84-33012 Physical Dynamics Northwest, Sellevue, Wash. Recent Hittal results p 181 N86-27534 Physical Dynamics Northwest, Sellevue, Wash. Recent Hittal results p 181 N86-27534 Physical Dynamics Northwest, Sellevue, Wash. Recent Hittal results p 189 N86-28353 Pisa Univ. (Italy). Aerodynamic computation method of airfoil cascades subjected to viscous flow p 102 N84-16198 Problems of elastic hydrodynamic lubrication of helicopter transmission gears p 94 N85-23764 Pleasey Recent Ltd., Chessington (England). The estimation and correction of refractive bending in the AR3-0 tactical rader systems p 170 N84-24988 Pleasey Recent (Caswell) Ltd., Towcester (England). An experimental nonlinear optical waveguide device p 237 N85-23764	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Lafayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes P 113 N86-29840 Racal Avionics Ltd., New Maiden (England), Integrated control and display systems for helicopter battlefield mission management p 56 N85-16805 Racal-Deca Ltd., Cheasington (England), 10 cm radar ground clutter measurements taken from a coastal steamer radar on passage from Bergen to North Cape in May 1982 Ratiliffe (S.), Malvern (England), Management and planning concepts p 86 N83-22185 Raytheon Co., Sudbury, Mass. Fault tolerant spaceborne computer p 138 N84-24607 RCA Government Systems Div., Cherry Hill, N.J. Design and simulation of an intelligent missile seeker p 2 N83-22100 Rensealear Polytechnic Inst., Troy, N.Y. The sensing and display of three-dimensional information with emphasis on solid modelling Status and applications p 197 N86-19631 Research Triangle Inst., Research Triangle Park, N.C. Hardware/software codesign for maintainable systems p 50 N85-16753 Rochester Univ., N. 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Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachen (France). A modern with pseudo-orthoganal codes. Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modern: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numerque transauroraux en ondes decametriques optimization of H.F. digital radio systems at high latitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral ion flow p 184 N86-27550 Pennsylvania State Univ., University Park. Annulus wall boundary layer development in a compressor stage, including the effects of big clearance p 103 N84-18207 Petrie Telecommunications, Nepean (Ontario). Equipment: Antenna systems p 159 N83-30868 p 159 N83-30868 Adaptive systems in operation p 160 N83-30872 Philips Medical Service, Eindhover (Netherlands). 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Status and applications p 197 N86-19631 Gallium Arsenide wafer scale integration Gallium Arsenide wafer scale integration p 188 N86-28349 Research Triangle Inst., Research Triengle Park, N.C. Hardware/software codesign for maintainable systems p 50 N85-16753 Rockester Univ., N.Y. The biological effects of radiofrequency radiation p 179 N85-27131 Review of epidemiological studies of human e aures to radiofrequency radiation p 190 N85-27134 Rockester Univ., New York. Neurophysiological correlates of motion sickness. Role of vestibulocerebellium and 'vomiting center' reanalyzed p 214 N85-20643 Rockester Univ., New York. Hot gas APU starter for advanced aircraft applications p 99 N84-12178 Rockwell international Corp., Canoge Park, Cell.	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p. 2. NB3-2298. Hallistocardiography: A non-invasive method advancing towards clinical application. p. 211. NB4-21093. A decentralized active control system for a large flexible structure in space. p. 140. NB4-24622. Helicopter active control with rotor blades relaxation. p. 57. NB5-16819. Three-dimensional ballistocardiography in microgravity. p. 20. NB5-31818. Royal Air Force, Barry (England). Uninstalled aero engine testing in operation in the Royal Air Force. p. 132. NB4-25731. Royal Air Force, London (England). Introduction. The clinical and biomedical evaluation for trauma and fatalities associated with acroew ejections p. 217. NB5-21970. A review of tatality, impairment of consciousness and head and neck injury on Royal Air Force ejections p. 218. NB5-21975. Royal Air Force Inst. of Aviation Medicine. Farnborough (England). Adaptation to irregulanty of rest and activity. p. 208. NB4-21072. Hypnotics and air operations. p. 208. NB4-21072. Hypnotics and air operations in the South Atlantic campaign. p. 209. NB4-21079. Human factors of air operations in the South Atlantic campaign. p. 212. NB4-26286. Some effects of display format variables on the perception of aircraft spatial orientation. p. 219. NB5-19666. Some results of the European vestibular experiments in the Spacelab-1 mission. p. 219. NB5-19666. Some results of the European vestibular experiments in the Spacelab-1 mission. p. 219. NB5-1966. Some measurements of buffeting on a flutter model of a typical strike aircraft. Airspeed and wind shear measurements with an airborne. CO2 CW laser.
Recycling conform design p 152 N84-33488 Paris-Sud Univ., Cachen (France). A modem with pseudo-orthoganal codes Experimental results p 177 N85-19302 Error correction coding for a self-adaptive modem: Theoretical and experimental results p 178 N85-19303 Optimisation des systems of transmission numerique transauroraux en ondes decametriques optimization of H.F. digital radio systems at high laitudes p 183 N86-27547 Paris VI Univ. (France). Spectral characteristics of high frequency waves backscattered by small scale F region irregularities Evidence of strong sub-auroral on flow p 184 N86-27550 Pennsylvania State Univ., University Park. Annulus wall boundary layer development in a compressor stage, including the effects of tip clearance p 103 N84-18207 Petrie Telecommunications, Nepsein (Ontario). Equipment: Antenna systems p 159 N83-30868 Adaptive systems in operation p 160 N83-30872 Philips Medical Service, Einchoven (Netherlands). Review of occupational medicine relevant to aviation medicine p 213 N84-33012 Physical Dynamics Northwest, Sellevue, Wash. Recent Hittal results p 181 N86-27534 Physical Dynamics Northwest, Sellevue, Wash. Recent Hittal results p 181 N86-27534 Physical Dynamics Northwest, Sellevue, Wash. Recent Hittal results p 189 N86-28353 Pisa Univ. (Italy). Aerodynamic computation method of airfoil cascades subjected to viscous flow p 102 N84-16198 Problems of elastic hydrodynamic lubrication of helicopter transmission gears p 94 N85-23764 Pleasey Recent Ltd., Chessington (England). The estimation and correction of refractive bending in the AR3-0 tactical rader systems p 170 N84-24988 Pleasey Recent (Caswell) Ltd., Towcester (England). An experimental nonlinear optical waveguide device p 237 N85-23764	Crack growth in propellants p 59 N85-17034 Hazard assessment of a hypothetical large rocket motor p 60 N85-17042 Purdue Univ., Weat Lafayette, Ind. A model for correlating flat plate film cooling effectiveness for rows of round holes P 113 N86-29840 Racal Avionics Ltd., New Maiden (England), Integrated control and display systems for helicopter battlefield mission management p 56 N85-16805 Racal-Deca Ltd., Cheasington (England), 10 cm radar ground clutter measurements taken from a coastal steamer radar on passage from Bergen to North Cape in May 1982 Ratiliffe (S.), Malvern (England), Management and planning concepts p 86 N83-22185 Raytheon Co., Sudbury, Mass. Fault tolerant spaceborne computer p 138 N84-24607 RCA Government Systems Div., Cherry Hill, N.J. Design and simulation of an intelligent missile seeker p 2 N83-22100 Rensealear Polytechnic Inst., Troy, N.Y. The sensing and display of three-dimensional information with emphasis on solid modelling Status and applications p 197 N86-19631 Research Triangle Inst., Research Triangle Park, N.C. Hardware/software codesign for maintainable systems p 50 N85-16753 Rochester Univ., N. Y. The biological effects of radiofrequency radiation p 179 N85-27131 Review of epidemiological studies of human esures to radiofrequency radiation p 180 N85-27131 Review of epidemiological studies of human esures to radiofrequency radiation p 180 N85-27131 Review of epidemiological studies of human esures to radiofrequency radiation p 180 N85-27131 Review of epidemiological studies of human esures to radiofrequency radiation p 180 N85-27134 Rocket Research Corp., Redmond, Wash. Hot gas APU starter for advanced aircraft applications p 99 N84-12178	Rome Univ. (Italy). Digital implementation of a laser active flight control system with processed decoupled states p. 2. N83-22098. Hallistocardiography. A non-invasive method advancing towards clinical application. p. 211. N84-21093. A decentralized active control system for a large flexible structure in space. p. 140. N84-24622. Helicopter active control with rotor blades relaxation. p. 57. N85-16819. Three-dimensional ballistocardiography in microgravity. p. 220. N85-31818. Royal Air Force, Barry (England). Uninstalled aero engine testing in operation in the Royal Air Force. p. 132. N84-25731. Royal Air Force, London (England). Introduction. The clinical and biomedical evaluation for trauma and fatalities associated with arcrew ejection and crash. p. 217. N85-21970. A review of fatality, impairment of consciousness and head and neck injury on Royal Air Force ejections. p. 218. N85-21975. Royal Air Force Inst. of Aviation Medicine. Farnborough (England). Adaptation to irregularity of rest and activity. p. 208. N84-21072. Workload of personnel engaged in air defence. p. 209. N84-21072. Workload of personnel engaged in air defence. p. 209. N84-21079. Human factors of air operations in the South Attantic campaign. Visual problems in helicopter operations. p. 212. N84-26283. Thermal control problems in military helicopters. p. 212. N84-26286. Some effects of display format variables on the perception of arcraft spatial orientation. p. 230. N85-19666. Some results of the European vestibular experiments in the Spacelab-1 mission. p. 219. N85-31809. Entry visual standards and ocular examinents in the Spacelab-1 mission. p. 219. N85-31809. Entry visual standards and ocular examinents of buffeting on a flutter model of a hybical strike aircraft.

Royal Aircraft Establishment, Farnborough (England). Some results from a programme of research into the structure of vortex flow fields around missile shapes p.77. N84-12111 The role of thermal and stress analyses in the application of damage tolerant design p 108 N86-25366
Crack growth in near-alpha titanium alloys p 109 N86-25371 Worldwide experience of wind shear during 1981-1982 p.29 N84-15087 p 109 N86-25371 Correlation of predicted and free-flight responses near departure conditions of a high incidence research model Recent developments in the measurement time-dependent pressures p 37 N84-23601 Assessing pilot workload in flight Meteor scatter radio communication at high latitude p 42 N84-34-108 Using an airborne CO2 CW laser for free stream airspeed The impact of VHPIC on avionic system architecture D 44 NR4-34417 backaging and maintainability p 193 N86-28372 Local and mean heat transfer on the leading and trailing Civil avionics flight testing with the RAE(B) BAC1-11 p 62 N85-22354
The evolution of ACS for helicopters Conceptual The isentropic light piston annular cascade facil ity at RAE Pyestock p. 115 N86-29851

Royal Library of Belgium, Brussels.

The standardization of bibliographic data The evolution of AUS in included: simulation studies to preliminary design p 125 N85-27890 Flight testing for performance and flying qualities p 70 N85-28920 New rotary rig at RAE and experiments on HIRM Royal Marines, London (England).

Aims and requirements of NATO group AC/310 p 145 N86-27243 Royal Aircraft Establishment, Farnborough (England). p 58 N85-17026

Royal Military Coll. of Science, Shrivenham (England).

Some aspects of guidance loop design for SAM systems A modular approach to high reliability software generation with application to nonlinear control p 2 N83-22104 NASA/RAE collaboration on nonlinear control using the systems p 141 N04-31201
Royal Netherlands Air Force, Soesterberg.
Centrifuge operations and training in the Royal
Netherlands Air Force p 221 N85-31825 F-8C digital fly-by-wire aircraft -8C digital fly-by-wire aircraft p 3 N83-22109
The use of free-flight models for the prediction of eparture control p 10 N83-30368 Synthesis of responses to AGARD-FMP questionaire on Royal Netherlands Aircraft Factories Fokker, prediction techniques and flight correlation p 13 N83-30384 ranisonic inter clearance for a superclinar trainsport and a ranisonic inter clearance for a superclinar trainsport and a ranisonic interest and industrial Research, Kjeller.

Multifrequency scattering for target characterization and identification. A summary of recent results

P 204 N84-15663

Royal Signals and Radar Establishment, Malvern Optical techniques for airborne displays p 97 N83-30425
Electrostatic discharging behaviour of Kapton and other
detectric materials in a simulated space environment p 136 N83-30487 A review of crack growth threshold and crack propagation rates at short crack lengths (England). p 199 N83-31063 Liquid crystal displays Automatic speech recognition as a cockpit interface Other types of display p 97 N83-30424
Techniques for automatic speech recognition p 165 N83-34183 p 14 N83-34P99
Fractographic analysis of failures in CFRP The effect of damage on the tensile and compressive methods applied to airborne microwave performance of carbon fibre laminates p 172 N84-24970 The significance of defects and damage in composite ructures p 155 N84-10219 Optical bistability in Cd(x)Hq(1-x)Te In-service NDI of composite structures An assessment of current requirements and capabilities Applications of expert systems p 198 N86-19634 p 155 N84-10220 The initial design of active control systems for a flexible ircraft p 16 N84-11125 digital signal processor Theoretical modelling of three-dimensional vortex flows Ruhr Univ., Bochum (West Germany) in aerodynamics capacity of cages of roller bearings influence of the airframe on the perform p 92 A future system design technique based on functional applications Rutgers - The State Univ., Piscataway, N. J.
The nature of the critical and strategy decomposition, supported by quantifiable design aims, and guidelines for minimum maintenance costs problem DEF STAN 00-18 A family of compatible digital interface Rutherford High Energy Lab., Chilton (England). lonosphenc factors affecting the performance of HF landards p 24 N84-15049
Increased aircraft survivability using direct voice input
p 31 N84-15100 standards increased aircraft survivability using direct voice input p 31. N84-15100
Disturbances from ventilated tunnel walls in aerotoil p 33. N84-2573 p 384-2574 Corrosion control requirements for UK military aircraft p 37. N84-25614 sky-wave sea-state radars at high latitudes p 184 N86-27549 S Data acquisition and processing in sea-level test beds ab-Scania, Linkoping (Sweden).

Comparison of flight and wind tunnel buffeting measurements on the SAAB 105 aircraft p 132 N84-25730 Reference systems for the evaluation of dead-recko neveating the second se p 10 N83-30369 Saab-Space A.B., Linkoeping (Sweden).

Current requirements on specifications for corrosion prevention p 38 N84-25618 low-speed wind tunnel Salford Univ. (England).

ow-speed wind tunnel p51 N85-1873
Changing system and display concepts and their impact n arrorew performance
Development of satellite data presentation for ndla National Labs., Albuquerque, N. Mex.
A comparison of the radiation hardness of various VLSI Present of satemeter data present on the province of the provi n 234 NR5-20770 p 62 N85-22358 p 199 N85-24323 technologies for defense applications Fatigue fracture topography Calculation of harmonic aerodynamic forces of aerofolis
nd wings from the Euler equations p 64 N85-25177
The evaluation of ACS for helicopters: Conceptual The evaluation of Aug in Simulation studies to preliminary design p 121 N85-26737 levels of radiofrequency radiation (RFR)

Current requirements for the design and maintenance against corrosion of UK military aircraft p 157 N85-33244 Some seroacoustic wind tunnel measurements, neoretical predictions, and flight-test correlations on subsonic arcraft propellers p. /4 Neo-111/u
Numerical solutions for three-dimensional cases: Delta wings p. 83 N86-15204
Prediction of the drag of wings at subsonic speeds by viscous/inviscid interaction techniques p. 84 N86-15274 subsonic aircraft propellers p 74 N86-11170

p 186 N86-27564

surfaces of a square-sectioned duct rotating in the

p 141 N84-31251

Transonic flutter clearance for a supercritical transport

p 97 N83-30420

Considerations pertinent to propagation prediction

p 236 N85-29760

Mil-DAP: Its architecture and role as a real time airborne p 190 N86-28359 Advanced signal processing technology for future radar ystems p 192 N86-28368

N85-23775 Monolithic silicon bipolar circuits for gigabit pplications p 187 N86-28342

he nature of the critical and strategic materials p 149 N84-33466

Microprocessor implementation of fast-sampling direct digital flight-mode controllers p.1 N83-22096

p 188 N86-28344

School of Aerospace Medicine, Brooks AFB, Tex. Aircrew fatigue during extended transport, tactical, and ommand post operations p 209 N84-21075 The cumulative effects of long term exposure to low

p 179 N85-27132 Development and application of new radiofrequency radiation safety standards p 180 N85-27137

Eye protection against intense light sources p 224 N86-26818 Cardiovascular standards for se tion and retention of

high performance pilots in the USAF. Perspe next decade n 226 Perspectives for the p 226 N86-30313 Computer analysis of visual and vestibular oculomotor n in the medical selection of fighter aircrew pr 227 N86-30319 Science Applications, Inc., San Diego, Calif.
Satellite measurements of marine aerosol.

p 206

Science Research Council, Chilton (England). Signal and noise variability in high radio-service planning p 161 N83-25 31 lonospheric factors affecting the performance of HF ky-wave sea-state radars p 203 N84-15656

A GaAs refractometer for tropospheric studies p 170 N84-24952

Scripps Institution of Oceanography, La Jolia Calif.

Segnalamento Marittimo ed Aereo S.p.A., Florence

Statistical data on anomalous propagation in the Tyrrhenian Sea using an X-band link

p 205 NB4-15668

Missile system for low altitude air defence
p 142 N84-31255 A technical solution to fadings in tactical satellite digital p 177 N85-19297 transmissions

Sereda (P. J.), Ottawa (Ontario). Environmental factors in corrosion and deterioration of

materials p 157 N85-33241 Service Meteorologique Metropolitan, Paris (France). Statistical study of elevated ducts extension

p 162 N83-30889 D-19 evaluating the height of tropospheric conduction p 171 N84-24962

Shape Technical Center, The Hague (Netherlands). A spectral emission mask for digital tropospheric scatter

p 165 N83-30907 transmission herbrooke Univ. (Quebec).

Experimental study of the effect of turbulence on dynamic stalling p
Slemens A.G., Munich (West Germany).

New aspects improving the availability of digital LOS-radio relay links deduced from wide-band measurements at 5 and 15 GHz p 164 N83-30901 Limits of the propagation medium with respect to digital ignal transmission p 172 N85-19270 p 172 N85-19270 A microprocessor controlled parallel model with

FDPSK p 178 N85-19304 Signals Research and Development Establishment.

Christchurch (England).
UK Skynet 4 communications satellite

Signatron, Inc., Lexington, Mass.

Modern HF communications, modulation and coding p 159 N83-30867 N83-30867

Adaptive signal processing for radio communications p 176 N85-19295

Sikorsky Aircraft, Stratford, Conn. Aeroelastic considerations in the design of high speed ptors p 16 N84-11128 inger Co., Wayne, N. J.

The design, simulation and developmental testing of the Space Shuttle Data Bus System p 141 N84.24624 Design-To-Cost (DTC) methodology to achieve affordable avionics p 67 N85.26645

Advanced design and performance optimization techniques utilized to develop the F-111 Weapons/Navigation Computer (WNC)

p 2 N83-22103 mith Associates Consulting System Engineers Ltd., Cobham (England).

A self-organising control system for non-linear aircraft dynamics p. 147 N86-27258 miths Industries Ltd., Pishops Cleeve (England).

The use of multiplex data buses in a high integrity Aircrew and avionics Friends or Foes? N83-22102

p 228 N85-19654 The senes 2000 A miniature gas bearing DTG for low cost strapdown guidance and control p 67 N85-26648 ACT applied to helicopter flight control

p 125 N85-27891 the Industries Ltd., London (England).

ACT applied to helicopter flight control p 122 N85-26738

Societe Anonyme d'Etudes et Realisations Nucleaires,
Limel-Brevannes (France),
Image dissector tube star trackers performance
Advantages and drawbacks as compared to those of
charge transfer device star trackers p 138 N84-24606
Societe Crouzet, Valence (France),
The use of a self-compensated magnetometer in an
economical navigation system for the heticopter
p 67 N85-26650
Societe d'Applications Generales d'Electricite et de
Macanisus, Parls (France).

lecanique, Paris (France).

Combinatorial performance/cost analysis of an

autonomous navigation system for aircraft

p 86 N85-28640
Preguidance and piloting with the aid of composite ortial sensors p 67 N85-28646

(France). (France). (France). aircraft

very low altitue cost)

CORPORATE SOURCE ciete de Fabrication d'Instruments de Mesure, Miseasy (France).

Strapdown inertial systems for tactical missiles using mass unbalanced two-axis rate gyros

0.87 N84-25696 p 87 N84-25696 A digital piloting system for the combat helicopter p 56 N85-16806 p 56 N85-16806

colete Europeane de Propulsion,
Saint-Medard-en-Jailes (France).

Dissecting composite parts: A valuable aid in concept
design and nondestructive control p 153 N84-10207
ociete Francales d'Equipements pour la Nevigation
Aerienne, Veitzy-Villizoubley (France).

Gyrolaser guidance system for medium range missiles
p 67 N85-26649 lium range missiles p 67 N85-26649 clete Francaise d'Instruments de Mesure, elizy-Villacoubley (France). Use of a CO2 laser lidar for flight and penetration at p 90 ery low altitudes p 9 lete Microturbo, Toulouse (France). Auxilliary power systems with gas turbing p 98 N84-12170 ciete Nationale d'Etude et de Constructik Moteurs d'Avlation, Evry Cedex (France). Inconel 718 alloy resistance to crack prop p 105 N85-15740 ociete Nationale d'Etudes et de Construction de Moteurs d'Aviation, Molasy-Cramayel (France).

The relations between the numerical control of the engine and other aircraft functions p 18 N84-12062 CFM 56.2 Olifocopie et ngine and other aircraft functions p 18 N84-12062 CFM 56-2. Oligocyclic fatigue of the turbofan disk: tests p 106 N85-15750 provements processed transfer on the base of turbine nozzles stith and without film cooling p 112 N86-29834 Cooling techniques for turbojet pre-heater channels p 114 N86-29847 nale d'Etude et de Construction Moteurs d'Aviation, Paris (France).

Problems presented to engine builders by the recycling of metallic materials ociete Nationale Industrielle Aere p 151 N84-33482 esign and testing of a carbon-epoxy trellis structure atellites p 135 N83-30483 Overcoming unobservability in 3-axis stabilization of p 138 N84-24610 Estimated analysis of the aeroelastic behavior of tai Current transmission systems A survey of recent development Dynamic behavior of a propfan ciete Nationale Industrielle Aeross A new concept for guiding missiles w to the ground-air syst

Ground evaluation of helicopter air-to-air warfare p 62 N85-22360 p 91 N85-23767 p 70 N85-28915 p 72 N86-11159 Helicopter air inlets: Design process, wind tunnel to and correlations with flight data p 13 N83-3 p 13 N83-30383

with an application p 142 N84-31253 The certification of airborne complex digital systems p 123 N85-26754 Societe Nationale Industrielle Aerospatiale, Suresnes

The influence of fabrication flows on the static and dynamic behavior of structures made of carbon-resin composites p 154 N84-10215 te Nationale Industrielle Aerosp

Aerospatial'es approach to the study of flutter at the

Aerospatiar es approaches de la comparison p 15 novembre de la comparison p 35 N84-23587 p 35 N84-23587 Aerospatiale's experimentations of vectorization on supercomputers for aircraft structural prob

p 90 N85-10041 Certifying complex digital systems on civil aviation p 127 N85-27907

oftware Sciences Ltd., Farnborough (England).
Maintaining consistency and accommodating network repair in a self-regenerative distributed database management system (a discussion of the means and p 68 N85-2656

Iar Turbines International, San Diego, Calif.

Small auxiliary power unit design constraints

p 98 N84-12172

outhampton Univ. (England).
Technical evaluation report on the Flight Mechanics
Panel Symposium on Ground/Flight Test Techniques and [AGARD-AR-191] p 90 N83-34939

Modelling circulation control by blow p 51 N85-16778

Introduction to cryogenic wind tunnels p 132 N86-20416

ar Aerospace Ltd., Weston (Ontario). Structural design and test of the shuttl p 135 N83-30481 Testing of flexible deployed solar array (L-SAT) N83-30493

Spar Aerospace Products Ltd., Toronto (Ontario). cturing considerations relate lated to aircraft p 93 N85-23778 oearboxes SRI International Corp., Menio Park, Calif. Propagation effects in satellite-borne synthetic aperture

p 202 N84-15650 In situ characterization of seav p 206 N84-15675 suite of optical instruments Propagation effects on satellite-borne synth ne synthetic aperture p 182 N86-27539 On the relationship of F-region structure in the dayside auroral oval to HF backscatter signatures attributed to the

p 184 N86-27552 ndard Elektrik Lorenz A.G., Stuttgart (West

Germany).
High accuracy Doppler navigation employing optimum integrated position fix information p 55 N85-16803 st data and voice transmission for mobile services with high immunity against multipath and co-channp 178 N85-19306 Effective millimeter wave transmission under severe

Picosecond photoconductive devices for 10 Gbit/s ptoelectronic switching p 238 N85-29770

ingland).
A systolic array for high performance adaptive p 189 N86-28356

Fundamentals of analysis for digital control systems p 119 N84-10094 Direct digital design via pole place p 120 N84-10099

On the structure of the turbulent vo p 76 N84-12102

ing Univ. (Scotland). Mass-discrimination during prolonged weightlessness p 220 N85-31814 m Univ. (Sweden).

nputer-based conferencing p 244 N84-21435 p 87 N84-25693 p 87 N84-25694 Advances in strapdown sensors n sys

STTE, Paris (France). edded test (BIT): Impact on the total cost of p 47 N85-16734

ATE user's view on design for mainta ainability p 48 N85-16737 Stuttgart Univ. (West Germany).

r in a calculation method for axialsymmetric flow in multistage turbomachines using the stream function p 102 N84-16201
Sundstrand Advanced Technology Group, Rockford,

menting microprocessor technology in aircraft electrical power generating system control p 100 N84-12185

Sussex Univ., Brighton (England). Effects of surface roughness on heat trans p 112 N86-29832 turbine blades Prediction of transient temperatures for an air-cooled pating disc p 113 N86-29842 rotating disc

ystems Research Labs., inc., Dayton, Ohlo.

Manufacturing technology for nondestructive evaluation
(NDE) system to implement Retirement For Cause (RFC)
procedures for gas turbine engine components

p 108 N86-25368 ms Technology, Inc., Hawthorne, Ca

Progress and pitfalls in advanced flight control ystems p 1 N83-22094 A perspective on superaugmented flight control dvantages and problems p 121 N85-26733 A perspective on superaugmented flight control dvantages and problems p 124 N85-27886

tical Air Command, Langley AFB, Va. Tactical operations and space applicat

p 231 N85-20752 Tactical applications of GPS user equ

Medical selection and physiological training of fighter pilots: A 1985 perspective and overview

p 226 N86-30312 echniech Decumentatie en Informatie Centrum voor de Krijgemacht, The Hague (Netherlands). Royal Netherlands Armed Forces Scientific and Technical Documentation and Information-Center

p 239 N83-31533 (TDCK)

hnische Hochschule, Aachen (West Germany).
A contribution to the problem of vortex breakdow p 79 N84-12125

echnische Hogeschool, Delft (Netherlands).

Aerodynamic model identification from dynamic flight test data and wind tunnel experiments p 11 N83-30371

An experimental investigation of the vortex flow over delta and double-delta wings at low speed

Spherical propagation models for multipath-propagation p 170 N84-24956 P 1/0

Pesign studies of thick laminar flow airfoils for low speed

Design studies of thick laminar flow airfoils for low speed ear part post of the property incrowave line of sight links p 175 N85-19284
Theoretical aspects of corrosion and practical applications for aircraft and related systems

p 156 N85-33240 p 197 N86-19629 Sensors: Vision and tactile p
Effects of aerodynamic lags on aircraf p 147 N86-27257

hnische Hogeschool, Eindhoven (Netherlands Modelling on interference due to ducting at frequ above 1 GHz p 162 NB3-30888 Interference rejection by auxiliary feeds in casegrain Earth terminals p 165 NB3-30988 echnische Hogeschool, Twente (Netherlands). Human factors aspects of displays p 96 NB3-30415 Image generation on matrix displays

chnische Univ., Aschen (West Germany).

Effect of film cooling on the aerodynamic performance p 116 N86-29859 of a turbine cascade p 110 schnische Univ., Berlin (West Germany).

A short note on recent advances in the adaptive wall technique for 3D-model tests at the TU-Berlin p 33 N84-23571

nische Univ., Brunswick (West Ge Influence of windshear on flight safety

p 30 N84-15088 The use of pressure sensing taps on the aircraft wing sensor for flight control systems p 69 N85-26660 as sensor for flight control systems p 69 N85-Helicopter aeromechanics: Introduction and his p 69 N85-28914 Unsteady flows: Fundamentals and app

p 143 N86-27225 Technische Univ., Clausthal-Zellerfeld (West Germ Image supported navigation in low altitudes based on the detection of roads and rivers p 2 N83-22099 echnische Univ., Munich (West Germany).

Evaluation of cyclic spin pit tests for the damage tolerance of disks p 110 N86-25379
Teldix Luftfahrt-Ausruestungs G.m.b.H., Heidelberg

Neet Germany).

A double gimballed momentum wheel for precision 3-axis

attitude control p 138 N84-24602 elecommunications Radioelectriques et Telephoniques, Le Plesais-Robinson (France).
Serial data transmission with large output on the HF

channel
Teledyne CAE, Toledo, Ohio.
A jet fuel starter for lowest system life cycle cost
p 99 N84-1 p 178 N85-19305

Telsystemes Questel, Paris (France).

Sharing command languages and softw

p 243 N84-21428 Telettra Telefonia Elettronica e Radio S.p.A., Vimercate (titaly).

Some propagation experimental results on protection techniques for line-of-sight digital systems p. 175 N85-19286

p 175 N85-19286

se Univ. Space Inst., Tullah The treatment of convected vortices in compressible otential flow p 79 N84-12121

Tetra Tech, Inc., Pasadena, Calif. Techniques for measuring radiance in the air and sea p 206 N84-15672

Texas Instruments, Inc., Dallas,

Deformable mirror nearest neighbor optical computer p 238 N85-29772 Texas Instruments, Inc., Lewis

Mission benefits of a very high throughput image tracker p 191 N86-28365 system

ory and Applications Unlimited Corp., Los Gatos, A new technique for terrain following/terrain

p 89 N86-26325 guidance command generation

Thomas (H. H. B. M.), Farnborough (England).

The aerodynamics of aircraft control: A general survey in the context of active control technology

p. 118 N84-10084

meon-CSF, Begneux (France).
Advanced technology for SAM systems analysis, p 141 N84-31249 synthesis and simulation (France). p 96 N83-30417

Cathode ray tubes p 97 N83-30422 Vacuum fluorescent tubes Large area gas discharge displays or plasma displays p 97 N83-30423

meon-CSF, lesy les Moulineaux (France). Map display for helicopters p 55 N85-16801 Optmizing the specifications for an air-surface laser ystem p 66 N85-26644

Synthetic real-time relief display all-weather airborne p 89 N86-26321 Thomson-CSF, Levallois-Perret (France).

Influence of propagation in digital wireless beam microwave links p 174 N85-19277

Thomson-CSF, Malakoff (France). Homing head imperfections altering missile guidance p 142 N84-31256

homson-CSF, Montrouge (France).

The application of high-performance integrated circuits for airport fire control radars p 192 N86-28369

r airport fire curies mean-CSF, Orsay (France).
Integrated electrooptical components using dielectric p 238 N85-29767

substra

Toronto Univ., Downsview (Ontario).

The effect of combined U.V. radiation and high energy electrons on the behaviour of polymer matrix composites p 137 N83-30495 in hard vacuum

The effect of space environment on the thermal distortion of polymer matrix composites p 135 N83-30484

The effect of space environment on the damping of olymer matrix composite p 137 N83-30492 Computation of influence of defects on static and fatigue trength of composites p 154 N84-10217 strength of composites
Performance of antennas in plasma

p 168 N84-12377 The production of maintainable, trustworthy, and ortable software p 49 N85-16744 Parameters that input to application of damage tolerance oncepts to critical engine components

p 108 N86-25364

Toulon Univ. (France).
Small-scale irregularities in the high-latitude F region p 184 N86-27551

Tours Univ. (France).
Study of the cardiovascular system in microgravity: Results and perspectives Tracor, Inc., Warminster, Pa. p 220 N85-31816

Tracor, Inc., Warminster, Pa.
Applications of network modeling and analysis to system validation and verification
Parent Polytechnic, Nottingham (England).
Effectiveness measurements for a cooling film disrupted by a single jet with wall plunging p 114 N86-29844
Tridex Systems, Inc., Nepsen (Ontario).
A distributed array signal processor with fault-tolerance attributes

p 190 N86-28360

attributes
Trondhalm Univ. (Norway).
Benefits to universities of a coordinated information
p 240 N83-31542
p 240 N83-31542 The break-up mechanism of a streamwise directed p 79 N84-12123

Formulation of the Euler boundary value problem
p 82 N86-15258
TRW Electronics and Defense Sector, Redondo Beach,

alif.
The future of bipolar technology for avionics
p 187 N86-28341

TRW, Inc., Cleveland, Ohio.

Multiaxial and thermomechanical fatigue considerations in damage tolerant design 109 N86-25375

TRW Space Technology Labs., Redondo Beach, Calif.

The nature of microwave backscattering from water waves

p 205 N84-15665

Turbomeca S. A. - Brevets Szydlowski, Bordes

velopment of today's p 104 N85-15737

d States Air Forces in Europe, APO New York

G-induced Loss of Consciousness (GLC) p 221 N85-31823 p 221 N85-31826

Hydrazine and the F-16 p.21 N85-31826
nited Technologies Corp., Stratford, Conn.
Manufacturing perspective in the design of bevel gearing ps N85-2977
nited Technologies Research Center, East Hartford,

Compressor and turbine blade boundary layer separation p 101 N84-16196 Compressor rotor aerodynamics p 103 N84-16210 Dynamic stall of swept and unswept oscillating wing p 143 N86-27226

University Chemical Labs., Cambridge (Engl. Types of technical content of data

p 241 N84-17061

niversity Cell., London (England).

Optical techniques for signal distribution and control in advanced rader and communication systems p 238 N85-29773

University Coll. of Wales, Aberystwy High-latitutde scintillations using N NSS satellites p 182 N86-27540

al, Copenhagen (De Denmark). function during Gz p 215 N85-20645 University of Southern California, Los Angeles
Numerical aspects of control design computer

rical aspects of control design co N84-10097

Utah State Univ., Logan.
Observations of the mid-latitude ionos

p 184 N86-27554 Antarctica Utah Univ., Salt Lake City. The physical interactions of radiofre fields and biological systems

p 179 N85-27129

Vanderbilt Univ., Nashville, Tenn. Substitution and conservation chromium p

xanderont univ., Naehville, Tenn.
Substitution and conservation technology for chromium p 150 N84-33473

Vereinigte Flugtechnische Werke-Fokker G.m.b.H.,

Bremen (West Germany).
Experimental investigations of transport aircraft low speed engine interference effects and flight test correlation p 10 N83-30364

Flight flutter testing with emphasis on the tin vege correlation p 10 N83-30364
Flight flutter testing with emphasis on the tip vane
method p 12 N83-30381
ereinigte Flugtechnische Werke G.m.b.H., Bremen
(West Germany).
Influence of main design parameters on flutter behaviour
for aircraft configurations with heavy concentrated
masses p 15 N84-11122

Ground and inflight operational effects of APU's

Vigyan Research Associates, Inc., Hampton, Va.

Vortical flow management for improved configuration serodynamics: Recent experiences p 80 N84-12129

Virginia Polytechnic Inst. and State Univ., Blacksburg.

Flow trajectories, mixing and entropy fluxes in a turbin ascade p 101 N84-1619 Ice depolarization on low-angle 2 GHz satellin Nonlinear effects in hydrodynamic stability stability p 194 N84-33762

Secondary instability of shear flows

p 194 N84-33763 Electronic displays: Their strengths and weak for advanced high performance aircraft

p 230 N85-19664 An elliptic calculation procedure for 3-D viscous flow p 196 N85-32297

Performance evaluation of flow in turbo urbomachinery blade p 196 N85-32299 Calculation of 3-D flow without numerical mixing p 196 N85-32301

Hogbasis Volkel (Netherlands).

Physiological and psychological aspects of the piloting of modern high-performance combat aircraft

p 31 N84-15099

Von Karman Inst. for Fluid Dynamics, Rhode-Saint-Genese (Belgium). Namen inst. for Fund Dynamics, indee-Saint-Gensee (Belgium).
 Laser velocimetry study of compressibility effects on the own field of a delta wing p 77 N84-12108
 Effects of a skewed inlet end wall boundary layer on

the 3-D flow field in an annular turbine cascad External heat transfer study on a HP turbine rotor lade p 111 N86-29828

Vought Corp., Delles, Tex.
Design and manufacturing practices to minimize corrosion in aircraft p 38 N84-25620

Vrije Universiteit, Brussels (Bel A viscid inviscid interacti dimensional cascades procedure for two p 100 N84-16191 End-wall boundary layer calculations in multistage axial ompressors p 103 NS4-16205 compressors p 103 N84-16205
An analysis of flow models: From Navier-Slokes potential flow equations p 195 N85-32295
Computation of three-dimensional, inviscid, rotational p 196 N85-32296 rements in dynamically

ocity and turbulence me stalled boundary layers on an oscillating airfoil p 143 N86-27228

W

phington Univ., Seattle.
Thermal consequences of localized SAR from RFR p 179 N85-27130 Hazards of VLF electromagnetic fi

p 180 N85-27136

Ierice Univ. (Ontario).
Unsteady three-dimensional flow theory via material p 148 N86-27260

tteeuw (M. C.) N.V., Bruges (B Case depth on flanks of gears for helicopter p 93 N85-23780

et Virginie Univ., Morg Transonic shock inters vaction with a tangentially-injected or p 54 N85-16796

turbulent boundary layer

p 54 N65-16796

Vestinghouse Canada, Inc., Hamilton (Ontario).

Heat transfer test evaluation of the shell-spar blade cooling concept applied to industrial gas turbines p 113 N86-29837 Westinghouse Electric Corp., Baltimore, Md. Tactical requirements impact on avionic

system design p. 22 N84-15036
The impact of very high performance integrated circuits on avionics system readiness p. 193 N86-28373
Westland Aircraft Ltd., Yeovil (England).

Westland Aircraft Ltd., Yeovil (England).
The interpretation of design requirements for multi-market helicopters p 38 N84-25617
Helicopter data acquisition in WHL p 46 N85-15676
The evolution of active control technology systems for the 1990's helicopter p 128 N85-27911
Westland Helicopters Ltd., Yeovil (England).
An empirical appraisal of defects in composites p 153 N84-10211
The influence of aeroelastic stability requirements on helicopter design p 16 N84-11127
The design and development of an integrated core

The imitance or aeroeasus statumy requirements of the incorporate design and development of an integrated core system for battlefield helicopters p 56 N85-16811 Fine filtration: An attractive route towards lower and the incorporate of the in

helicopter operating costs p 92 N85-23774
The observation and interpretation of gear tooth failures p 95 N85-23792

The evolution of active control technology systems for the 1990's helicopter p 124 N85-26758 the 1990's helicopter Unstead yellopter Unstead yellopter and vibration sources Wiggin Alloys Ltd., Hereford (England).
Oxide dispersion strengthened alloys

p 150 N84-33472 WWDBw ABC-Schutz, Munster (West Germany). Calculations on technical require devices against a nuclear light flash

p 224 N86-26819 German development of a LC-flashblindness device p 224 N86-26820

Y

York Univ. (England). HF system design principles Real-time channel evaluation p 158 N83-30863 p 159 N83-30865 An H.F. simulator for use with evaluation systems real time channel p 176 N85-19293

A review of transmission and channel techniques for digital communication systems p 177 N85-19301

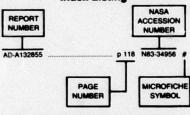
Techniques for improving the reliability of mobile HF communications over high-absorption paths p 183 N86-27545

REPORT/ACCESSION NUMBER INDEX

AGARD-AR-202 AGARD-AR-203 AGARD-AR-204 p 236 N85-26367 # p 97 N85-18988 # p 97 N85-23798 #

AGARD INDEX OF PUBLICATIONS (1983-1985)

Typical Report/Accession Number Index Listing



Listings in this index are arranged alphanumerically by AGARD report number. The page number identifies the page in the abstract section (Part 1) on which the citation appears. The NASA accession number denotes the number by which the citation is identified on that page. A pound sign (#) indicates that the item is available on microfiche. An asteriek (*) indicates NASA support. Microfiche or hard copy are available from the purchase agencies listed on the back cover.

AD-A125687		p1	N83-22093	#
AD-A127131		P4	N83-22112	#
AD-A127146		p 85	N83-22177	#
AD-A128157		p 206	N83-22999	#
AD-A128162			N83-22215	
AD-A128440		p 130	N83-29276	
AD-A129433		p9	N83-30357	
AD-A129847		p 135	N83-30479	
AD-A129876		p 96	N83-30414	#
AD-A130486		p 75	N83-25682	#
AD-A130833		p 160	N83-30873	#
AD-A130883	***************************************	p 130	N83-29277	#
AD-A130887		p 239	N83-31531	#
AD-A130952		p 198	N83-31061	#
AD-A131159		p 158	N83-34095	#
AD-A131163		p 158	N83-30862	
AD-A132092		p 165	N83-34179	#
AD-A132855		p 118	N83-34956	#
AD-A132856		p 90	N83-34939	#
AD-A132910		p 13	N83-34891	#
AD-A132953		p 199	N83-34374	#
AD-A133675		p 19	N84-12072	#
AD-A133798	***************************************	p 119	N84-10093	#
AD-A133950		p 118	N84-10082	#
AD-A133968	***************************************	p 98	N83-34953	#
AD-A133968		p 107	N86-24692	#
AD-A133981		p 14	N84-11116	#
AD-A133996		p 17	N84-12050	#
AD-A134058	***************************************	p 152	N84-10203	#
AD-A135087		p 166	N84-12367	*
AD-A135157		p 75	N84-12099 N84-12056	*
AD-A135166 AD-A136220		p 17	N84-12056	*
AD-A136559		p 98 p 241	N84-17059	
AD-A137367		p 197	N84-15530	
AD-A137559	***************************************	p 201	N84-15646	
AD-A137607	***************************************	p 28	N84-15076	
AD-A138600		p 21	N84-15034	
AD-A138963	***************************************		N84-20513	
AD-A138964			N84-20499	
AD-A138965		p 210	N84-21082	
AD-A139324		p 207	N84-21062	
AD-A139388		p 244	N84-22509	
AD-A139749		p 100	N84-16188	
AD-A140161		p 242	N84-21425	
AD-A140700		p 156	N84-24732	
AD-A141456		p 155	N64-31300	
AD-A141969		p 137	N84-24603	
AD-A142467		p 132	N84-29894	
AD-A142556		p 121	N84-25718	
AD-A143237		p 37	N84-25613	
AD-A143244	***************************************	p 87	N84-25691	
AD-A143674		p 32	N84-23564	
AD-A144211		p 130		
AD-A144214		p 39	N84-25625	
AD-A145046 AD-A145365		p 168		300.07
AD-A145386		p 141	N84-31248 N84-32401	
AD-A145809	***************************************	p 132		
AD-A145809 AD-A146085		p 231	N84-34177	
AD-A146208		D 132		

AD-A146458		p 213	N84-33011 #
AD-A147243		p 193	N84-33757 #
		p 50	N85-16771 #
AD-A147396			
AD-A147625		p 41	N84-34396 #
AD-A148374		p 97	N85-18988 #
AD-A148598		p 149	N84-33465 #
AD-A148800 .		p 156	125-17057 #

AD-A149025 .		p 44	N85-15664 #
AD-A149027 .		p 158	N85-15086 #
AD-A149028 .		p 104	N85-15733 #
AD-A149199 .		p 47	N85-16731 #
AD-A149970 .	***************************************	p 54	N85-16797 #
AD-A150458 .		p 58	N85-17025 #
AD-A150576 .		p 97	N85-23798 #
AD-A151864 .		p 231	N85-20751 #
		p 217	N85-21969 #
AD-A152350 .	***************************************		
AD-A152368 .		p 199	N85-24321 #
AD-A152468 .		p 228	N85-19653 #
AD-A152532		p 91	N85-21157 #
		p 214	N85-20642 #
AD-A152548			
AD-A152673		p 91	N85-23765 #
AD-A153233	************	p 81	N85-26666 #
AD-A153278 .		p 63	N85-25170° #
AD-A153279		p 194	N85-25784 #
AD-A153320		p 91	N85-23754* #
AD-A154031		p 96	N85-25249 #
AD-A154078		p 63	N85-25171 #
AD-A154061		p 149	N85-15809 #
AD-A154327		p 66	N85-26638 #
AD-A154472		p 121	N85-26730 #
AD-A154473		p 179	N85-27128 #
AD-A155604		p 66	N85-25188 #
AD-A155853		p 124	N85-27883 #
AD-A155946		p 69	N85-28913 #
AD-A156037		p 236	N85-26367 #
AD-A156047		9 70	
			NOC 11147 #
AD-A156906		p 236	N85-29757 #
AD-A157055		p 158	N85-29116 #
AD-A157096		p 218	N85-31805 #
AD-A157407		p 195	N85-32293 #
		p 82	N85-31028 #
AD-A157678			1400-31020 #
AD-A158935		p 156	
AD-A160638		p 157	N86-16374 #
AD-A160659		p 85	N86-19300 #
AD-A160718		p 83	N86-15266 #
			NOC 10200 #
AD-A160721		p 85	N86-20376 #
AD-A161833		p 132	N86-20415 #
AD-A161886		p 85	N86-19298 #
AD-A161905		p 197	N86-19627 #
			N86-20399 #
AD-A161950			N80-20399 #
AD-A161953		p 85	N86-19299 #
AD-A162128		p 82	N86-15256 #
AD-A162764		p 158	N86-20580 #
AD-A163151		p 187	N86-28337 #
	***************************************		NOC 27004 #
AD-A165045		p 143	N86-27224 #
AD-A166585	***************************************	p 181	N86-27531 #
AD-A166595		p 180	N86-27531 # N86-24903 #
AFWAL-83-30		- 120	N86-20408 #
AFWAL-03-30	•1	p 130	1400-20400 #
AGARD-AG-1	50-VOL-16	. p 197	N85-25801 #
AGARD-AG-20		p 61	N85-22350 #
AGARD-AG-2		p 207	N84-15788 #
AGARD-AG-2			N83-34891 #
		p 13	1403-34091 #
AGARD-AG-2		. p 132	
AGARD-AG-2		. p 210	N84-21082 #
AGARD-AG-2	78-VOL-1	. p 157	N86-16374 #
AGARD-AG-2		p 130	N83-29276 #
			1403-23270 W
AGARD-AG-2		. p81	N84-20499 #
AGARD-AG-2	83(ENG)	. p 206	N84-15787 #
AGARD-AG-2	83(FR)	p 206	N84-15787 #
AGARD-AG-2	83	. p 206	N83-22999 #
		- 01	
AGARD-AG-2	00	. p 91	N85-23754* #
AGARD-AG-2	B7-VOL-1	p 85	N86-19300 #
AGARD-AG-2	88	. p81	N85-26666 #
AGARD-AG-2	92	. p 90	N84-20513 #
AGAPO AC 2	00-VOL-1	0 10	7 N84-15530 #
AGARD-AG-3	00-VOL-1	P 19	7 N84-15530 #
AGARD-AG-3	87-VOL-1	p 96	N85-25249 #
AGARD-AR-1	38-ADD 82(ENG.) 82(FR)	. p.81	N85-10020 #
AGAPO AD	AS/ENG \	0.00	N92 24052 #
ACACO AC	02(ENG.)	h ag	N83-34953 #
AGAHD-AH-1	82(FH)	p 10	7 N86-24692 #
AGARD-AR-1	88	0 13	2 N84-32401 #
AGARD-AR-1	A9	n 75	NR3.25682 #
AGAPD AP 1	90	0 13	N83-25682 # N83-29277 #
ACADO AC	04	p 13	NOO-25211 #
AGAHD-AH-1	91	p 90	N83-34939 #
AGARD-AR-1	90 91 93	p 13	2 N84-32402 #
	04	D 21	7 NR5-21969 #
AGARD-AR-1			
AGARD-AR-1	95	. p 11	8 N83-34956 #

AGARD-AR-206		p 1		N86-27350	#
AGARD-AR-208		p 9	1	N85-21157	
AGARD-AR-209		p 2		N84-34177	#
AGARD-AR-210		p 8		N86-20376	#
AGARD-AR-211		PE		N86-15256	######
AGARD-AR-212 AGARD-AR-213		p t	58	N85-29116 N86-19298	#
AGARD-AR-218			80	N86-24903	-
AGARD-AR-220		D 1	21	N85-26730	#
AGARD-AR-227		P	158	N86-20580	*
AGARD-CP-174			130	N83-30438*	#
AGARD-CP-321 AGARD-CP-327		P		N83-22093	#
AGARD-CP-328	***************************************	P	135	N83-30479 N83-34095	#
AGARD-CP-330		p		N83-22112	*
AGARD-CP-332		P	160	N83-30873	
AGARD-CP-335			130	N83-29277	
AGARD-CP-337 AGARD-CP-338	***************************************	P	239	N83-31531 N84-21062	*
AGARD-CP-339	***************************************	P		N83-30357	
AGARD-CP-340		P	85	N83-22177	
AGARD-CP-341		P	213	N84-33011	* * *
AGARD-CP-342			75	N84-12099	
AGARD-CP-343 AGARD-CP-344		P	231	N84-15034 N85-20751	7
AGARD-CP-345			201	N84-15646	1
AGARD-CP-346		P	168	N84-24943	1
AGARD-CP-347			28	N84-15076	
AGARD-CP-348 AGARD-CP-349			32	N84-23564 N84-12056	Į,
AGARD-CP-350		P	17 137	N84-24603	ŀ
AGARD-CP-351		P	100	N84-16188	1
AGARD-CP-352		P	98	N84-12168	-
AGARD-CP-353			156	N84-24732	1
AGARD-CP-354			14 152	N84-11116	1
AGARD-CP-355 AGARD-CP-356			149	N84-10203 N84-33465	
AGARD-CP-357	***************************************		242		í
AGARD-CP-359	***************************************	P	54	N85-16797	1
AGARD-CP-360			66	N85-26638	1
AGARD-CP-361 AGARD-CP-362		P	47 236	N85-16731 N85-29757	
AGARD-CP-363		0	172	N85-19269	
AGARD-CP-365		P	50	N85-16771	1
AGARD-CP-366		P	70	N86-11147	
AGARD-CP-367 AGARD-CP-368			58 104	N85-17025 N85-15733	
AGARD-CP-369			91	N85-23765	
AGARD-CP-371			228		
AGARD-CP-372			214		
AGARD-CP-373			41	N84-34396	
AGARD-CP-374 AGARD-CP-374	-AUU-1		85 63	N86-19299 N85-25171	
AGARD-CP-375			44	N85-15664	
AGARD-CP-376		P	199		ă
AGARD-CP-377		. p	218	N85-31805	
AGARD-CP-379 AGARD-CP-380		. P	187	N86-26802 N86-28337	
AGARD-CP-382			181		15
AGARD-CP-384			124		E
AGARD-CP-386			143	N86-27224	
AGARD-CP-387			88	N86-26316 N86-29823	
AGARD-CP-390 AGARD-CP-393		. p	111		
AGARD-CP-396			225		
404001646			96	N83-30414	
AGARD-LS-126 AGARD-LS-127			158		
AGARD-LS-128		. p	119	N84-10093	
AGARD-LS-129		. p	165	N83-34179	
AGARD-LU-130		. p	241	N84-17059	
AGARD-LS-131 AGARD-LS-132			166		
AGARD-LS-133			87	N84-25691	
AGARD-LS-134		. p	212	N84-26279	
AGARD-LS-135		. p	141	N84-31248	
AGARD-LS-136					
AGARD-LS-137					
AGARC-LS-138					
AGARD-LS-139				N85-28913 N85-32293	
AGARD-LS-140					
AGARD-LS-142					
AGARD-LS-143			128		

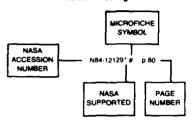
AGARD-PAPER-24

AGARD-PAPER-24	n 236	N85-29686*	#	ISBN-92-835-1457-2		p 118	N84-10082 #	ŧ
			•	ISBN-92-835-1457-2 ISBN-92-835-1458-0 ISBN-92-835-1459-9		p 17		¥
AGARD 8 700 ADD 4		N83-31061	#	ISBN-92-835-1461-0		p 166		*
AGARD-R-702-ADD-1		N85-31028 N83-22215	#	ISBN-92-835-1461-0 ISBN-92-835-1463-7		p 81	N84-20499	
AGARD-R-705	p 199	N83-34374	#	ISBN-92-835-1464-5 ISBN-92-835-1465-3				*
AGARD R 700		N85-10040	#	ISBN-92-835-1466-1		p 155	N84-31300	¥
AGARD-R-709 AGARD-R-710-ADDENDUM	p 66	N84-33757 N85-25188	#	ISBN-92-835-1467-X ISBN-92-835-1468-8				*
AGARD-R-710	p 39	N84-25625	#	ISBN-92-835-1471-8		p 132		*
AGARD-R-711 AGARD-R-712	p 118	N84-10082 N84-12072	#	ISBN-92-835-1472-6	*	p 39		#
AGARD-R-714	p 37	NB4-25613	#	ISBN-92-835-1473-4 ISBN-92-835-1474-2		p 132		# #
AGARD-R-716-ADD		N85-17057 N84-31300	#	ISBN-92-835-1475-0		p 81		#
AGARD-R-717	p 17	N84-12050	#	ISBN-02-835-1476-9 ISBN-92-835-1477-7		p 156 p 158		#
AGARD-R-718	p 244	N84-22509 N85-25784	#	ISBN-92-835-1478-5		p 97	N85-18988	#
AGARD-R-719	p 121	N84-25718	#	ISBN-92-835-1480-7 ISBN-92-835-1481-5		p 199		# #
AGARD-R-721	p 198	N86-24994	#	ISBN-92-835-1482-3		p 61	N85-22350	#
AGARD-R-722 AGARD-R-723	p 83	N86-20415 N86-15266	#	ISBN-92-835-1483-1 ISBN-92-835-1484-X		p 217		# #
AGARD-R-724	p 63	N85-25170*	#	ISBN-92-835-1485-8		p 236	N85-29757	#
AGARDOGRAPH-160	p 197	N85-25801	#	ISBN-92-835-1486-6	***************************************	p 81		#
	•			ISBN-92-835-1487-4 ISBN-92-835-1488-2				#
H-1290	p 236	N85-29686*	#	ISBN-92-835-1490-4		p 91	N85-23754*	
ISBN-92-0331-7	p 165	N83-34179	#	ISBN-92-835-1491-2 ISBN-92-835-1492-0		p 194 n 63	N85-25784 N85-25170*	#
ISBN-92-835-0257-4		N84-15646	#	ISBN-92-835-1493-9		p 121	N85-26730	#
ISBN-92-835-0324-4 ISBN-92-835-0325-2		N83-22093 N83-31531	#	ISBN-92-835-1494-7 ISBN-92-835-1495-5		p 179	N85-27128 N85-31028	#
ISBN-92-835-0326	p 85	N83-22177	#	ISBN-92-835-1497-1	***************************************	p 82	N86-15256	#
ISBN-92-835-0328-7 ISBN-92-835-0329-5	p 9	N83-30357 N83-30873	#	ISBN-92-835-1498-X		p 85		#
ISBN-92-835-0330-9	n 135	N83-30479	#	ISBN-92-835-1499-8 ISBN-92-835-1500-5			N85-28913 N85-33238	#
ISBN-92-835-0332-5	p 19	N84-12072		ISBN-92-835-1501-3		p 85	N86-19299	#
ISBN-92-835-0333-3 ISBN-92-835-03332-6	p 132	N84-10203 N83-22112		ISBN-92-835-1503-X ISBN-92-835-1504-8			N85-32293 N86-20580	##
ISBN-92-835-03332-6 ISBN-92-835-0334-1	p 75	N84-12099	#	ISBN-92-835-1505-6			N86-16374	#
ISBN-92-835-0335-X	p 17	N84-12056 N84-15034		ISBN-92-835-1506-4			N86-20415	#
ISBN-92-835-0335-X ISBN-92-835-0337-6 ISBN-92-835-0338-4 ISBN-92-835-0339-2 ISBN-92-835-0339-2	p 14	N84-11116	#	ISBN-92-835-1507-2 ISBN-92-835-1508-0			N86-15266 N86-19298	#
ISBN-92-835-0339-2 ISBN-92-835-0340-6	р 98 р 100	N84-12168 N84-16188		ISBN-92-835-1510-2		p 128	N86-20399	#
ISBN-92-835-0341-4	p 90	N84-20513		ISBN-92-835-1511-0 ISBN-92-835-1512-9			N86-19627 N86-24994	#
ISBN-92-835-0342-2	p 28	N84-15076		ISBN-92-835-1514-5		p 142	N86-27350	#
ISBN-92-835-0343-0 ISBN-92-835-0345-7	p 207 p 242	N84-21062 N84-21425	#	ISBN-92-835-1514-7	and the second section of	PIBU	N86-24903 N86-24692	#
ISBN-92-835-0346-5	p 156	N84-24732	#	ISBN-92-835-2110-2		p 107	1100-24032	"
ISBN-92-835-0347-3 ISBN-92-835-0348-1	p 168 p 32	N84-24943 N84-23564	#	NAS 1 15.77069			N83-30438*	
ISBN-92-835-0349-X	p 137	N84-24603	#	NAS 1 15 86730 NAS 1 15 87460			N85-29686* N85-23754*	
ISBN-92-835-0350-3 ISBN-92-835-0351	p 130 p 87	N84-25723 N84-25691	#				N85-25170*	#
ISBN-92-835-0352-X	p 149	N84-33465		NASA-TM-77069			* 100 00 100 E	_
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ISBN-92-835-0353-8	p 141	N84-31248				p 130 p 236	N83-30438* N85-29686*	*
ISBN-92-835-0353-8 ISBN-92-835-0354-6 ISBN-92-835-0355-4	p 213	N84-33011	#	NASA-TM-86730 NASA-TM-87460		p 236 p 91	N85-29686* N85-23754*	#
ISBN-92-835-0354-6 ISBN-92-835-0355-4 ISBN-92-835-0357-0	p 213 p 193 p 231	N84-33011 N84-33757 N85-20751	#	NASA-TM-86730		p 236	N85-29686*	#
ISBN-92-835-0354-6 ISBN-92-835-0355-4 ISBN-92-835-0357-0 ISBN-92-835-0358-9	p 213 p 193 p 231 p 50	N84-33011 N84-33757 N85-20751 N85-16771	* * *	NASA-TM-86730 NASA-TM-87460		p 236 p 91	N85-29686* N85-23754*	#
ISBN-92-835-0354-6 ISBN-92-835-0355-4 ISBN-92-835-0357-0 ISBN-92-835-0358-7 ISBN-92-835-0359-7 ISBN-92-835-0360-0	p 213 p 193 p 231 p 50 p 41 p 149	N84-33011 N84-33757 N85-20751 N85-16771 N84-34396 N85-15809	* * * * * *	NASA-TM-86730 NASA-TM-87460		p 236 p 91	N85-29686* N85-23754*	#
ISBN-92-835-0354-6 ISBN-92-835-0355-4 ISBN-92-835-0357-0 ISBN-92-835-0358-9 ISBN-92-835-0359-7 ISBN-92-835-0360-0 ISBN-92-835-0361-9	p 213 p 193 p 231 p 50 p 41 p 149 p 58	N84-33011 N84-33757 N85-20751 N85-16771 N84-34396 N85-15809 N85-17025	* * * * * * * * * * * * * * * * * * * *	NASA-TM-86730 NASA-TM-87460		p 236 p 91	N85-29686* N85-23754*	#
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ISBN-92-835-0354-6 ISBN-92-835-0355-4 ISBN-92-835-0357-0 ISBN-92-835-0358-9 ISBN-92-835-0359-7 ISBN-92-835-0360-0 ISBN-92-835-0361-9 ISBN-92-835-0361-9 ISBN-92-835-0363-5 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0381-3 ISBN-92-835-0381-3 ISBN-92-835-0381-3 ISBN-92-835-0381-8 ISBN-92-835-0381-8 ISBN-92-835-0381-8 ISBN-92-835-0381-8	p 213 p 193 p 193 p 291 p 50 p 41 p 193 p 58 p 1044 p 90 p 54 h p 90 p 54 p 222 p 214 p 193 p 195 p 225 p 225	N84-33011 N84-33757 N85-20751 N85-16771 N85-16771 N85-15809 N85-15809 N85-15809 N85-15809 N85-15809 N85-16737 N85-19269 N85-16737 N85-19269 N85-20642 N85-20	神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经	NASA-TM-86730 NASA-TM-87460		p 236 p 91	N85-29686* N85-23754*	#
ISBN-92-835-0354-6 ISBN-92-835-0355-4 ISBN-92-835-0357-0 ISBN-92-835-0359-7 ISBN-92-835-0360-0 ISBN-92-835-0360-0 ISBN-92-835-0361-9 ISBN-92-835-0362-7 ISBN-92-835-0362-7 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0367-8 ISBN-92-835-0367-8 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-1 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0381-3 ISBN-92-835-0381-3 ISBN-92-835-0381-3 ISBN-92-835-0381-3 ISBN-92-835-0388-1 ISBN-92-835-0388-1 ISBN-92-835-0388-1 ISBN-92-835-0388-1 ISBN-92-835-0388-1 ISBN-92-835-0388-1 ISBN-92-835-0388-1 ISBN-92-835-0388-8 ISBN-92-835-0388-8	p 213 p 193 p 193 p 193 p 193 p 193 p 195	N84-33011 N84-33757 N85-20751 N85-16771 N85-16771 N84-13480 N85-15809 N85-15809 N85-15604 N85-16797 N85-16797 N85-16797 N85-19269 N85-19633 N85-16797 N85-20765 N85-20822 N85-2071 N85-20822 N85-2071 N85-20822 N85-2071 N85-20823 N85-20823 N86-2071	化苯甲酰胺苯甲酰胺苯甲酰胺苯甲酰胺苯甲酰胺苯甲酰胺苯甲酰胺苯甲酰胺苯甲酰胺苯甲酰胺	NASA-TM-86730 NASA-TM-87460		p 236 p 91	N85-29686* N85-23754*	#
ISBN-92-835-0354-6 ISBN-92-835-0355-4 ISBN-92-835-0357-0 ISBN-92-835-0358-9 ISBN-92-835-0359-7 ISBN-92-835-0360-0 ISBN-92-835-0361-9 ISBN-92-835-0361-9 ISBN-92-835-0363-5 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0381-3 ISBN-92-835-0381-3 ISBN-92-835-0381-3 ISBN-92-835-0381-8 ISBN-92-835-0381-8 ISBN-92-835-0381-8 ISBN-92-835-0381-8	p 213 p 193 p 193 p 291 p 50 p 41 p 193 p 58 p 1044 p 90 p 54 h p 90 p 54 p 222 p 214 p 193 p 195 p 225 p 225	N84-33011 N84-33757 N85-20751 N85-167771 N85-167771 N85-15809 N85-15809 N85-15809 N85-15733 N85-10040 N85-16737 N85-19269 N85-16737 N85-19269 N85-20642 N85-	神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经	NASA-TM-86730 NASA-TM-87460		p 236 p 91	N85-29686* N85-23754*	#
ISBN-92-835-0354-6 ISBN-92-835-0355-4 ISBN-92-835-0355-4 ISBN-92-835-0358-9 ISBN-92-835-0359-7 ISBN-92-835-0360-0 ISBN-92-835-0361-9 ISBN-92-835-0361-9 ISBN-92-835-0363-5 ISBN-92-835-0364-3 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0367-8 ISBN-92-835-0377-8 ISBN-92-835-0378-3 ISBN-92-835-0379-1 ISBN-92-835-0378-3 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0381-3 ISBN-92-835-0381-3 ISBN-92-835-0381-3 ISBN-92-835-0381-4 ISBN-92-835-0381-4 ISBN-92-835-0381-4 ISBN-92-835-0381-4 ISBN-92-835-0381-4 ISBN-92-835-0381-4 ISBN-92-835-0381-4 ISBN-92-835-1442-4 ISBN-92-835-1444-4 ISBN-92-835-1444-0	p 213 p 193 p 193 p 193 p 193 p 193 p 193 p 195	N84-33011 N84-3375 N85-20751 N85-16775 N85-1673 N85-17026 N85-15809 N85-15809 N85-1573 N85-19269 N85-1673 N85-1673 N85-19269 N85-1673 N85-2642 N85-2642 N85-2642 N85-2642 N85-2765 N85-2783 N85-	神林神林神林神林神林神林神林神林神林神林神林神林神林神林神林神林神林神林	NASA-TM-86730 NASA-TM-87460		p 236 p 91	N85-29686* N85-23754*	#
ISBN-92-835-0354-6 ISBN-92-835-0355-4 ISBN-92-835-0357-0 ISBN-92-835-0357-0 ISBN-92-835-0359-7 ISBN-92-835-0360-0 ISBN-92-835-0361-9 ISBN-92-835-0362-7 ISBN-92-835-0362-7 ISBN-92-835-0366-19 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0367-8 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0381-3 ISBN-92-835-0381-4 ISBN-92-835-0381-6 ISBN-92-835-1442-4 ISBN-92-835-1442-4 ISBN-92-835-1442-4	p 2131p 1933p 1933p 1933p 1933p 1941p 1958p 1958	N84-33011 N84-33757 N85-20751 N85-16771 N85-16771 N85-15809 N85-15809 N85-15809 N85-15809 N85-15809 N85-16797 N85-16797 N85-19269 N85-16797 N85-19269 N85-20642 N85-20642 N85-22171 N85-20642 N85-22171 N85-20642 N85-20	种植种的种类的植物种种种种种种种种种种种种种种种种种种种种种种种种种种种种种种种	NASA-TM-86730 NASA-TM-87460		p 236 p 91	N85-29686* N85-23754*	#
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ISBN-92-835-0354-6 ISBN-92-835-0355-4 ISBN-92-835-0355-4 ISBN-92-835-0357-0 ISBN-92-835-0359-7 ISBN-92-835-0360-0 ISBN-92-835-0361-9 ISBN-92-835-0362-7 ISBN-92-835-0362-7 ISBN-92-835-0362-7 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0367-8 ISBN-92-835-0367-8 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-1 ISBN-92-835-0381-3 ISBN-92-835-0381-3 ISBN-92-835-0381-3 ISBN-92-835-0381-3 ISBN-92-835-0381-3 ISBN-92-835-0381-3 ISBN-92-835-0381-3 ISBN-92-835-0381-3 ISBN-92-835-0381-4 ISBN-92-835-1442-4 ISBN-92-835-1444-4 ISBN-92-835-1444-9 ISBN-92-835-1444-9 ISBN-92-835-1444-7 ISBN-92-835-1444-8	p 213 p 193	N84-33011 N84-33757 N85-20751 N85-16771 N85-16771 N84-34396 N85-15809 N85-15809 N85-15733 N85-16797 N85-16797 N85-16797 N85-16797 N85-16797 N85-16797 N85-16797 N85-20642 N85-2171 N85-20642 N85-2171 N85-20642 N85-2377 N86-26336 N86-26336 N86-2724 N86-2727 N86-27297	神秘神秘神神神神神神神神神神神神神神神神神神神神神神神神神神神神神神神神神神	NASA-TM-86730 NASA-TM-87460		p 236 p 91	N85-29686* N85-23754*	#
ISBN-92-835-0354-6 ISBN-92-835-0355-4 ISBN-92-835-0355-4 ISBN-92-835-0357-0 ISBN-92-835-0359-7 ISBN-92-835-0360-0 ISBN-92-835-0361-9 ISBN-92-835-0361-9 ISBN-92-835-0363-5 ISBN-92-835-0363-5 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0381-3 ISBN-92-835-0381-3 ISBN-92-835-0381-3 ISBN-92-835-0388-6 ISBN-92-835-0388-6 ISBN-92-835-0388-6 ISBN-92-835-0388-6 ISBN-92-835-0388-6 ISBN-92-835-1442-4 ISBN-92-835-1444-0 ISBN-92-835-1444-7	p 213 p 193 p 193 p 193 p 193 p 193 p 50 p 193 p 50 p 194 p 195 p	N84-33011 N84-3375 N85-20751 N85-16771 N85-16771 N85-15809 N85-15809 N85-15809 N85-15809 N85-15809 N85-16797 N85-1963 N85-16797 N85-19269 N85-20762 N85-20762 N85-20762 N85-20842 N85-22171 N85-19269 N85-20842 N85-22171 N86-11147 N86-2114	神像性神神神神神神神神神神神神神神神神神神神神神神神神神神神神神神神神神神神	NASA-TM-86730 NASA-TM-87460		p 236 p 91	N85-29686* N85-23754*	#
ISBN-92-835-0354-6 ISBN-92-835-0355-4 ISBN-92-835-0355-4 ISBN-92-835-0358-9 ISBN-92-835-0359-7 ISBN-92-835-0360-0 ISBN-92-835-0361-9 ISBN-92-835-0361-9 ISBN-92-835-0361-9 ISBN-92-835-0361-5 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0377-6 ISBN-92-835-0372-4 ISBN-92-835-0372-4 ISBN-92-835-0372-1 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0381-3 ISBN-92-835-0381-3 ISBN-92-835-0381-4 ISBN-92-835-0381-4 ISBN-92-835-0381-4 ISBN-92-835-0381-4 ISBN-92-835-1442-4 ISBN-92-835-1443-2 ISBN-92-835-1444-4 ISBN-92-835-1444-7 ISBN-92-835-1444-7 ISBN-92-835-1444-7 ISBN-92-835-1444-7 ISBN-92-835-1448-7 ISBN-92-835-1448-7 ISBN-92-835-1448-7 ISBN-92-835-1448-7 ISBN-92-835-1448-3	p 213 p 193	N84-33011 N84-3375 N85-20751 N85-16775 N85-1673 N85-17026 N85-15809 N85-15809 N85-15930 N85-1573 N85-19269 N85-16731 N85-19269 N85-16731 N85-19269 N85-20642 N86-20642	神像神经神像神像神像神像神像神像神像神像神像神像神像神像神像神像神像神像神像神	NASA-TM-86730 NASA-TM-87460		p 236 p 91	N85-29686* N85-23754*	#
ISBN-92-835-0354-6 ISBN-92-835-0355-4 ISBN-92-835-0357-0 ISBN-92-835-0357-0 ISBN-92-835-0359-7 ISBN-92-835-0360-0 ISBN-92-835-0361-9 ISBN-92-835-0362-7 ISBN-92-835-0362-7 ISBN-92-835-0364-3 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0381-3 ISBN-92-835-0381-3 ISBN-92-835-0382-1 ISBN-92-835-0382-1 ISBN-92-835-0388-6 ISBN-92-835-1444-6 ISBN-92-835-1444-7	p 2131 p 193 p 194 p 195 p 195 p 196	N84-33011 N84-3375 N85-20751 N85-16775 N85-1673 N85-17026 N85-15809 N85-15809 N85-15930 N85-1573 N85-19269 N85-16731 N85-19269 N85-16731 N85-19269 N85-20642 N86-20642	种植种种种种种种种种种种种种种种种种种种种种种种种种种种种种种种种种种种种种	NASA-TM-86730 NASA-TM-87460		p 236 p 91	N85-29686* N85-23754*	#
ISBN-92-835-0354-6 ISBN-92-835-0355-4 ISBN-92-835-0357-0 ISBN-92-835-0357-0 ISBN-92-835-0359-7 ISBN-92-835-0360-0 ISBN-92-835-0361-9 ISBN-92-835-0361-9 ISBN-92-835-0363-5 ISBN-92-835-0363-5 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0366-10 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0371-6 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-7 ISBN-92-835-0378-1 ISBN-92-835-0378-1 ISBN-92-835-0388-1 ISBN-92-835-0388-1 ISBN-92-835-0388-1 ISBN-92-835-0388-1 ISBN-92-835-0388-1 ISBN-92-835-0388-1 ISBN-92-835-0388-6 ISBN-92-835-1444-4 ISBN-92-835-1444-0 ISBN-92-835-1444-0 ISBN-92-835-1444-0 ISBN-92-835-1444-1 ISBN-92-835-1444-1 ISBN-92-835-1448-1 ISBN-92-835-1448-1 ISBN-92-835-1448-1 ISBN-92-835-1448-1 ISBN-92-835-1448-1 ISBN-92-835-1448-1 ISBN-92-835-1448-1	p 213 p 193	N84-33011 N84-3375 N85-20751 N85-16771 N85-16771 N84-3438 N85-15809 N85-15809 N85-15809 N85-15809 N85-15809 N85-16737 N85-19269 N85-16737 N85-19269 N85-20642 N85-20765 N85-20642 N85-20765 N85-20642 N85-20765 N85-20642 N85-20765 N85-20802 N86-2080	种脂肪酸异种脂肪酸异种脂肪酸异苯酚酚甲甲甲甲甲甲甲甲甲甲甲甲甲甲甲甲甲甲甲甲甲甲甲甲甲甲甲甲甲甲甲甲甲甲甲	NASA-TM-86730 NASA-TM-87460		p 236 p 91	N85-29686* N85-23754*	#

ACCESSION NUMBER INDEX

AGARD INDEX OF PUBLICATIONS (1983-1985)

Typical Accession Number Index Listing



Listings in this index are arranged alphanumerically by accession number. The page number listed to the right indicates the page on which the citation is located. An asterisk (*) indicates that the item is a NASA report. A pound sign (#) indicates that the item is available on microfiche.

N83-22093 #	p 1	N83-22178 #	p 85
N83-22094 #	p 1	N83-22179 #	p 86
N83-22095 #	p 1	N83-22180 #	p 86
N83-22096 #	p 1	NB3-22181 #	p 86
N83-22097 #	p 1	N83-22182 #	p 86
N83-22098 #	p 2	N83-22183 #	p 86
N83-22099 #	p 2	N83-22184 #	p 86
N83-22100 #	p 2	N83-22185 #	p 86
N83-22101 #	p 2	N83-22186 #	p 86
N83-22102 #	p 2	N83-22187 #	p 87
N83-22103 #	p 2	N83-22215 #	p 117
N83-22104 #	p 2	N83-22216 #	p 117
N83-22105 #	p 3	N83-22217 #	p 117
N83-22106 #	p 3	N83-22218" #	P 117
N83-22107 #	p 3	N83-22219"#	p 118
N83-22108 #	p 3	N83-22999 #	p 206
N83-22109*#	p 3	N83-25682 #	p 75
N83-22110 #	p 3	N83-29276 #	p 130
N83-22111 #	p 3	N83-29277 #	p 130
N83-22112 #	p 4	N83-30357 #	p 130
N83-22113 #	p 4	N83-30358 #	p 9
N83-22114 #	p 4	N83-30359 #	p 9
N83-22115 #	p 4	N83-30360 #	p 9
N83-22116 #	D 4		
N83-22117 #	p 4		p 9
N83-22118 #	p 4		p 9
		N83-30363 #	p 10
	p 5	N83-30364 #	p 10
N83-22120 #	p 5	N83-30365 #	p 10
N83-22121 #	ρ5	NB3-30366 #	p 10
N83-22122 #	p 5	N83-30367 #	p 10
N83-22123 #	ρ5	N83-30368 #	p 10
N83-22124 #	p 5	N83-30369 #	p 10
N83-22125 #	p 5	N83-30370 #	p 11
N83-22126 #	p 5	N83-30371 #	p 11
NB3-22127 #	p 6	N83-30372*#	p 11
N83-22128 #	рб	N83-30373 #	p 11
N83-22129 #	p 6	N83-30374 #	p 11
NB3-22130 #	p 6	N83-30375 #	p 11
NB3-22131 #	_r 6	N83-30376 #	p 12
NB3-22132*#	p 6	N83-30377 #	p 12
NB3 22133 #	p 6	N83-30378 #	p 12
N83-22134 #	p 7	N83-30379 #	p 12
N83-22135 #	ρ7	N83-30380*#	p 12
N83-22136 #	p 7	N83-30381 #	p 12
N83-22137 #	p 7	N83-30382 #	p 13
N63-22136 #	p 7	N83-30383 #	p 13
N83-22139 #	p 7	N83-30384 #	p 13
N83-22140 #	p 7	N83-30414 #	p 96
N83-22141 #	p 7	NB3-30415 #	p 96
N83-22142 #	p 7	N83-30416 #	p 96
N83-22143 #	p 7	NB3-30417 #	p 96
NB3-22144 #	рв	N83-30418 #	p 96
N83-22145 #	p 8	N83-30419 #	p 96
N83-22146 #	p 8	N83-30420 #	p 97
N83-22147 #	p 8	N83-30421 #	p 97
N83-22148 #	p 8	N83-30422 #	p 97
N83-22149 #	p 8	N83-30423 #	p 97
N83-22150 #	p 8	N83-30424 #	D 97
N83-22151 #	p 9	N83-30425 #	p 97
N63-22152 #	p 9	N83-30426 #	p 97
N83-22177 #	p 85	N83-30438*#	
- / "	• -=		

N83-30479 #	p 135
N83-30479 # N83-30481 # N83-30481 # N83-30481 # N83-30481 # N83-30481 # N83-30486 # N83-30486 # N83-30486 # N83-30481 # N83-30490 # N83-30491 # N83-30491 # N83-30492 # N83-30496 # N83-30496 # N83-30496 # N83-30496 # N83-30496 # N83-30866 # N83-30866 # N83-30867 # N83-30871 # N83-30881 # N83-30891 # N83-30892 # N83-30992 # N83-30992 # N83-30990 # N83-30	p 135 p 135 p 135 p 135 p 135 p 135 p 136 p 137 p 137 p 137 p 137 p 137 p 137 p 137 p 137 p 137 p 138 p 158 p 159 p 159 p 160 p 160 p 160 p 160 p 160 p 160 p 160 p 161 p 161 p 162 p 163 p 163 p 163 p 163 p 163 p 163 p 163 p 164 p 164 p 164 p 164 p 164 p 164 p 164 p 165 p 163 p 163 p 164 p 164 p 164 p 164 p 164 p 164 p 164 p 165 p 169 p 169
N83-30481 # N83-30482 #	p 135 p 135 p 135 p 135 p 136 p 136 p 136 p 136 p 136 p 137 p 137 p 137 p 137 p 137 p 137 p 158 p 159 p 159 p 159 p 160 p 160
N83-30483 #	p 135
N83-30484 #	p 136
N83-30486 #	p 136
N83-30487 # N83-30488 #	p 136
N83-30489*#	p 136
N83-30490 # N83-30491*#	p 136 p 137
N83-30492 #	p 137
N83-30493 # N83-30494 #	p 137 p 137
NB3-30495 #	p 137
N83-30496 # N83-30862 #	p 158
N83-30863 #	p 158
N83-30864 # N83-30865 #	p 158 p 159
N83-30866 #	p 159
N83-30867 # N83-30868 #	p 159 p 159
N83-30869 #	p 159
N83-30870 # N83-30871 #	p 159 p 159
N83-30872 #	p 160
N83-30873 # N83-30874 #	ρ 160 ρ 160
N83-30875 #	p 160
N83-30876 # N83-30877 #	p 160 p 160
N83-30878 #	p 160
N83-30879 # N83-30880 #	p 161 p 161
N83-30881 #	p 161
N83-30882 # N83-30883 #	p 161 p 161
N83-30884 #	p 161
N83-30885 #	p 161 g 162
N83-30887 #	p 162
N83-30888 #	p 162 p 162
NB3-30890 #	p 162
N83-30891 #	p 162 n 162
N83-30893 #	p 162
N83-30894 # N83-30895 #	ρ 163 ρ 163
N83-30896 #	p 163
N83-30897 # N83-30898 #	ρ 163 ρ 163
N83-30899 #	p 163
N63-30900 # N83-30901 #	ρ 163 ρ 164
N83-30902 #	p 164
N83-30903 # N83-30904 #	p 164 p 164
N83-30905 #	p 164
N83-30906 # N83-30907 #	p 165
N83-30908 #	p 165
N83 30909 # N83 31061 #	p 198
N83-31062 #	p 199
N83-31063 # N83-31531 #	p 239
N83-31532 #	p 239
N83-31533 #	p 239
N83-31535* #	p 240 p 240
N83-31536 # N83-31537 #	p 240
N83-31536 # N83-31536 # N83-31536 # N83-31538 # N83-31540 # N83-31540 # N83-31540 # N83-31542 # N83-31542 # N83-31542 # N83-3405 * N83-34079 # N83-34079 #	p 240
N83-31539 # N83-31540 #	p 240 p 240
N83-31541 #	p 240
N83-31542 #	p 240 p 241
N83-34095 #	p 158 p 165
N83-34180 #	p 165
N83-34181 #	p 165 p 165
N83-31535 * // N83-31537 // N83-31537 // N83-31539 // N83-31540 // N83-31540 // N83-31540 // N83-31541 // N83-34161 // N83-34181 // N83-34181 // N83-34183 // N83-34184 // N83-34183 // N83-34184 //	P 240 P 240 P 240 P 240 P 240 P 240 P 240 P 240 P 241 P 158 P 165 P 165 P 165 P 165
N83-34184 #	p 166



1184-15034					ACCESSIO	N NUMBER IND	EX
		p 100 N84-23580	# p34	N84-25693 #	p 67		
N84-15036 #	22 N84-16190 #	p 100 N84-23581 p 100 N84-23582		N84-25694 #	p 87	N84-34415 # p	43 43
	22 N84-16191 #	p 100 N84-23583	# p35	N84-25695 # N84-25696 #	p 87 p 87		43 44
N84-15039 # p	22 N84-16193 #	p 101 N84-23584 p 101 N84-23585		N84-25697 #	p 88 q	N84-34418 # p	44
	22 N84-16194 #	p 101 N84-23586	# p 35	N84-25698 # N84-25699 #	р 88 р 88		44
N84-15042 # p	22	p 101 N84-23587 p 101 N84-23588	# p 35	N84-25718 #	p 121		44 44
	23 N84-16197 #	p 101 N84-23589	# p35 # p36	N84-25723 # N84-25724 #	p 130 p 131	N85-10020 # p	81
		p 102 N84-23590*	* p 36	N84-25725 #	p 131	N85-10021 # p1	
	23 NB4-16200 #	p 102 N84-23592	# p36 # p36	N84-25726 # N84-25727 #	p 131 p 131	N85-10023 # p	81
		p 102 N84-23593	# p 36	N84-25728 #	p 131	N85-10024 # pt	
N84-15049 # p	24 N84-16203 #	- 100	# p36 # p36	N84-25729 # N84-25730 #	p 131	N85-10040 # p	90
		p 102 N84-23596	# p 36	N84-25731 #	p 132 p 132	N85-10041 # p!	
	24 N84-16206 #	p 103 N84-23598	# p37 # p37	N84-26279 # N84-26280 #	p 212	N85-10043 # ps	91
N84-15054 # p		p 103 N84-23599	# p37	N84-26281 #	p 212 p 212	N85-15086 # p = N85-15664 # p =	158 44
	25 N84-16209 #	p 103 N84-23601	# p37 # p37	N84-26282 # N84-26283 #	p 212 p 212	N85-15665 # p	44
N84-15057 # p		p 103 N84-24603 p 104 N84-24604*	# p 137	N84-26284 #	p 212	N85-15666 # p4	
	25 N84-17059 #	P 241 N84-24605		N84-26285 # N84-26286 #	p 212 p 212	N85-15668 # p.4	45
N84-15060 # p		p 241 N84-24606 p 241 N84-24607	# p 138	N84-26287 #	p 213	N85-15669 # p4	
	26 N84-17062 #	p 241 N84-24608		N84-26288 # N84-26289 #	p 213 p 213	N85-15671 # p.4	45
N84-15063 # p		p 241 N84-24609	# p 138	N84-29894 #	p 132	N85-15672 # p.4 N85-15673 # p.4	
NB4-15064 # p	26 N84-17065 #	P 241 N84-24610 P 242 N84-24611		N84-31248 # N84-31249 #	p 141	N85-15674 # p4	46
N84-15066 # p		P 242 N84-24612	# p 139	N84-31250 #	р 141 р 141	N85-15675 # p4	
N84-15067*# p	27 N84-17068 #	D 242 N84-24613 D 242 N84-24614		N84-31251 # N84-31252 #	p 141	N85-15677 # p4	16
N84-15068 # p N84-15069 # p	27	0 242 N84-24615	# p 139	N84-31253 #	p 142 p 142	N85-15678 # p4	
N84-15070 # p	27 N84-20513 #	0 81 N84-24616 0 90 N84-24617		N84-31254 #	p 142	N85-15680 # p4	16
N84-15071 # p N84-15072 # p	27	207 N84-24618	# p 140	N84-31255 # N84-31256 #	p 142 p 142	N85-15681 # p4	
N84-15073 # p	28 N84-21064 # g	0 207 N84-24619 0 207 N84-24620		N84-31257 #	p 142	N85-15683 # p4	
N84-15074 # p: N84-15075 # p:	29	207 N84-24621	# p 140	N84-31300 # N84-32401 #	p 155 p 132	N85-15733 # p 1 N85-15734 # p 1	
N84-15076 # p	28 N84-21067 # E	0 207 N84-24622 0 207 N84-24623		N84-32402 #	p 132	N85-15735 # p 1	
N84-15077 # p: N84-15078 # p:	28 N84-21068 # p	208 N84-24624	# p141	N84-33011 # N84-33012 #	p 213 p 213	N85-15736 # p1	
N84-15079 # p	28 N84-21070 #	208 N84-24625 208 N84-24626	# p 141 # p 141	N84-33013 #	p 213	N85-15738 # p1	
N84-15080 # p; N84-15081*# p;	20	208 N84-24732	# p 156	N84-33014 # N84-33015 #	p 213 p 213	N85-15739 # p 1: N85-15740 # p 1	
N84-15082 # p	29 N84-21073 # p	0 208 N84-24943 0 208 N84-24944		N84-33016 #	p 214	N85-15741 # p1	
N84-15083 # p2 N84-15084 # p2	10	208 N84-24945	# p 168	N84-33017 # N84-33018 #	p 214 p 214	N85-15742 # p 1/ N85-15743 # p 1/	
N84-15085 # p2	P9 N84-21076 # p	209 N84-24946*; 209 N84-24947;		N84-33019 #	p 214	N85-15744*# p1	
N84-15086 # p2 N84-15087 # p2	29 N84-21077 # p	209 N84-2494B	# p 169	N84-33465 # N84-33466 #	p 149 p 149	N85-15745 # p 1	
N84-15088 # p3	N84-21079 # p	209 N84-24949 (209 N84-24950 (# p 169	N84-33467 #	p 149	N85-15746 # p 1: N85-15747 # p 1:	
N84-15089 # p 3 N84-15090 # p 3	N84-21080 # p	209 N84-24951	# p 169	N84-33468 # N84-33469 #	p 149 p 149	N85-15748 # p 16	
N84-15091 # p 3	N84-21082 # p	210 N84-24952 a 210 N84-24953 a		N84-33470 #	p 150	N85-15749 # p 11	
N84-15092 # p.3 N84-15093 # p.3	0 N84-21083 # p	210 N84-24954 A	P 170	N84-33471*# N84-33472 #	p 150 p 150	NB5 15751 # p 10	
N84-15094 # p3	0 N84-21085 # p	210 N84-24955 4 210 N84-24956 4		N84-33473 #	p 150	N85-15809 # p 1/ N85-16731 # p 4:	
N84-15095 # p3 N84-15096 # p3	N84-21086 # p	210 N84-24957	P 170	NB4-33474 # NB4-33475 #	p 150 p 150	N85-16732 # p4	
N84-15097 # p3	N84-21088 # p	210 N84-24958 # 210 N84-24959 #		N84-33476 #	p 150	N85 16733 # p41 N85 16734 # p41	
N84-15098 # p3 N84-15099 # p3	N84-21089 # p	210 N84-24960 #	7 p 171			N85 16735 # p 41	
N84 15100 # p3	1 N84-21091 # p	211 N84-24961 # 211 N84-24962 #		NB4 33479 #	p 151	N85.16736 # p 46 N85.16737 # p 46	
N84-15101 # p3 N84-15102*# p3	2 N84-21092 # p	211 N84-24963 #	p 171			N85 16738 # p 46	-
N84 15530 # p1	97 N84-21094 # p	211 N84-24964 # 211 N84-24965 #		N84 33482 #	p 151	N85 16739 # p 48 N85 16740 # p 48	
N84-15646 # p.2i N84-15647 # p.2i	01 N84-21095 # p	211 N84-24966 #	p 172			N85-16741 # p 48 N85-16742 # p 48	-
N84-15648*# p 2		211 N84-24967 # 212 N84-24968 #	p 172 r p 172	N84-33485 #		N85-16742 # p.46 N85-16743 # p.46	, 3
N84-15649 # p.26 N84-15650 # p.26		242 N84 24969 #	p 172			N85-16744 # p 49 N85-16745 # p 49	
N84 15651"# p 20	02 N84 21427 # p	242 NR4-25613 #		N84-33488 #	p 152	N85 16746 # p 49	
N84-15652 # p.26 N84-15653 # p.26	32 N84-21428 # p	243 N84 25614 #	p 37			N85 16747 # p 49 N85-16748 # p 49	
N84-15854 # p 20	N84-21430 # p	243 NP4-25615 # 243 N84-25616 #		N84 33759'#	p 193	N85 16749 # p49	
N84 15655 # p 20 N84 15656 # p 20	03 N84-21431 # p	243 N84-25617 #	p 36		p 194 p 194	N85-16750 # p.49 N85-16751 # p.49	
N84 15657 # p 20	N84-21433 # p.	243 N84 25618 # 243 N84 25619 #		N84-33762 #	p 194	NB5-16752 # p 50	
N84-15658 # p.20 N84-15659 # p.20		243 N84-25620 #	p 38		p 194	N85-16753 # p 50	
N84 15660 # p 20	N84-21436 # D			N84-34177 #	p 231	N85-16754 # p.50 N85-16755 # p.50	
N84-15661 # p.20 N84-15662 # p.20	N84-22509 # p.	244 N84-25623 #	p 39	**** '		N85-16756 # p.50 N85-16771 # p.50	
NB4-J5663 # p 20	N84-23565" # p	32 NR4-26625 #		N84-34398 #	p 41	N85-16772 # p50	
N84 15664 # p 20 N84 15665 # p 20	M N84-23566 # p :	32 N84-25626 #	p 39		p 41	N85-16773 # p 51	
N84 15666 # p 20	5 N84-23568 # p	32 NR4.25628*#		N84-34401 #	p 41	N85-16774 # p51 N85-16775 # p51	
N84 15667 # p 20 N84 15668 # p 20	5 N84-23569 # p :	33 N84-25629 #	p 40		041 (N85-16776 # p51	
N84-15689 # p 20	5 N84-23571 # p	33 N84-25630 # 33 N84-25631*#	p 40	N84-34404 #	p 42	N85-16777 # p51 N85-16778 # p51	
N84-15870 # p 20 N84-15871 # p 20	5 N84-23572 # p:	33 N84-25632*#	p 40		0 42 1	N85-16779 # p 52	
N84-15672 # p 20	6 N84-23574 # p3		p 40	N84-34407 #	42	N85-16780 # p52 N85-16781 # p52	
N84 15673*# p 20	6 N84-23575*# p3	N84-25635 #	p 40		1 42	V85-16782 # p 52	
N64 15675 # p 20	6 N84-23577*# p3	N84-25636*#	p 40	N84-34410 # E	43	¥85-16783 # p52 ¥85-16784 # p52	
N84-15787 # p 20 N84-15788 # p 20	6 N84-23578 # p.3	N84-25891 #	p 87		3 43 N	V85-16785 # p 52	
/ J/Ge # p.20	7 N84-23579 # p.3	N84-25692 #				V85-16786 # p53 V85-16787*# p53	
E_2							

ACCESSION NUMBER INDEX	r			N86-20407
N85-16788*# p.53 N85-16789*# p.53	N85-19655 # p 228	N85-23777 # p 93	N85-26741 # p 122	N85-31817 # p 220
N85-16790°# p 53	N85-19656 # p 228 N85-19657 # p 229	N85-23778 # p 93 N85-23779 # p 93	N85-26742 # p 122 N85-26743 # p 122	N85-31818 # p 220 N85-31819 # p 221
N85-16791 # p.53 N85-16792 # p.53	N85-19658 # p 229 N85-19659 # p 229	N85-23780 # p 93	N85-26744 # p 122 N85-26745 # p 122	N85-31820 # p 221 N85-31821 # p 221
N85-16793 # p 54	N85-19660 # p 229	N85-23782 # p 93	N85-26746 # p 123	N85-31822 # p 221
N85-16794 # p 54 N85-16795 # p 54	N85-19661 # p 229 N85-19662 # p 229	N85-23783 # p 94 N85-23784 # p 94	N85-26747*# p 123 N85-26748 # p 123	N85-31823 # p 221 N85-31824 # p 221
N85-16796 # p 54	N85-19663 # p 230	N85-23785 # p 94	N85-26749° # p 123	N85-31825 # p 221
N85-16797 # p 54 N85-16798 # p 55	N85-19664 # p 230 N85-19665 # p 230	N85-23786 # p 94 N85-23787 # p 94	N85-26750 # p 123 N85-26751 # p 123	N85-31826 # p 221 N85-32293 # p 195
N85-16799 # p 55 N85-16800 # p 55	N85-19666 # p 230 N85-19667 # p 230	N85-23788 # p 94	N85-26752 # p 123	N85-32294 # p 195 N85-32295 # p 195
N85-16801 # p 55	N85-19668* # p 230	N85-23790 # p 95	N85-26753 # p 123 N85-26754 # p 123	N85-32296 # p 196
N85-16802 # p 55 N85-16803 # p 55	N85-19669 # p 230 N85-19670*# p 231	N85-23791 # p 95 N85-23792 # p 95	N85-26755 # p 124 N85-26756 # p 124	N85-32297 # p 196 N85-32298 # p 196
N85-16804 # p 55 N85-16805 # p 56	N85-19671 # p 231 N85-19672 # p 231	N85-23793 # p 95	N85-26757 # p 124	N65-32299 # p 196
N85-16806 # p 56	N85-20642 # p 214	N85-23794 # p 95 N85-23795 # p 95	N85-26758 # p 124 N85-27128 # p 179	N85-32300 # p 196 N85-32301 # p 196
N85-16807 # p 56 N85-16808 # p 56	N85-20643 # p 214 N85-20644 # p 214	N85-23796 # p 95 N85-23798 # p 97	N85-27129 # p 179 N85-27130 # p 179	N85-33238 # p 156 N85-33239 # p 156
N85-16809 # p 56	NB5-20645 # p 215	N85-24321 # p 199	N85-27131 # p 179	N85-33240 # p 156
N85-16810 # p 56 N85-16811 # p 56	N85-20646*# p 215 N85-20647 # p 215	N85-24322 # p 199 N85-24323 # p 199	N85-27132 # p 179 N85-27133 # p 179	N85-33241 # p 157 N85-33242 # p 157
N85-16812 # p.56 N85-16813 # p.57	N85-20648 # p 215 N85-20649 # p 215	N85-24324 # p 199	N85-27134 # p 180	N85-33243 # p 157
N85-16814*# p 57	N85-20650*# p 215	N85-24326 # p 200	N85-27135 # p 180 N85-27136 # p 180	N85-33244 # p 157 N85-33245 # p 157
N85-16815 # p 57 N85-16816 # p 57	N85-20651 # p 215 N85-20652 # p 216	N85-24327 # p 200 N85-24328 # p 200	N85-27137 # p 180 N85-27138 # p 180	N85-33246 # p 157 N85-33247 # p 157
N85-16817 # p.57 N85-16818 # p.57	N85-20653 # p 216 N85-20654 # p 216	N85-24329 # p 200	N85-27883 # p 124	N86-11147 # p 70
N85-16819 # p 57	N85-20655*# p 216	N85-24330 # p 200 N85-24331 # p 200	N85-27884 # p 124 N85-27885 # p 124	N86-11148 # p 70 N86-11149 # p 71
N85-16820 # p 58 N85-16821*# p 58	N85-20656 # p.216 N85-20657 # p.216	N85-24332 # p 201 N85-24333 # p 201	N85-27886* # p 124 N85-27887 # p 125	N86-11150 # p.71
N85-17025 # p 58	N85-20658 # p 17	N85-24334 # p 201	N85-27888 # p 125	N86-11151 # p.71 N86-11152 # p.71
N85-17026 # p 58 N85-17027 # p 58	N85-20659 # μ 217 N85-20660 # μ 217	N85-24335 # p 201 N85-24336 # p 201	N85-27889 # p 125 N85-27890 # p 125	N86-11153 # p.71 N86-11154 # p.71
N85-17028 # p.58 N85-17029 # p.58	N85-20751 # p.231 N85-20752 # p.231	N85-25170°# p 63	N85-27891 # p 125	N86-11155 # p.71
N85-17030 # p 59	N85-20753 # p 232	N85-25171 # p 63 N85-25172*# p 63	N85-27892 # p 125 N85-27893 # p 125	N86-11156*# p.72 N86-11157 # p.72
N85-17031 # p.59 N85-17032 # p.59	N85-20754 # p 232 N85-20755 # p 232	N85-25173 # p 63 N85-25174 # p 63	N85-27894 # p 126 N85-27895 # p 126	N86-11158*# p 72 N86-11159 # p 72
N85-17033 # p 59	N85-20756 # p 232	N85-25175 # p 64	N85-27896 # p 126	N86-11160 # p 72
N85-17034 # p.59 N85-17035 # p.59	N85-20757 # p 232 N85-20758 # p 232	N85-25176*# p 64 N85-25177 # p 64	N85-27897 # p 126 N85-27898*# p 126	N86-11161 # p 72 N86-11162 # p 73
N85-17036 # p 59 N85-17037 # p 60	N85-20759 # p 233 N85-20760 # p 233	N85-25178 # p.64 N85-25179 # p.64	N85-27899 # p 126	N66-11163 # p.73
N85-17038 # p 60	N85-20761 # p 233	N85-25180 # p 64	N85-27900*# p 126 N85-27901 # p 127	N86-11164 # p.73 N86-11165 # p.73
N85-17039 # p.60 N85-17040 # p.60	N85-20762 # p 233 N85-20763 # p 233	N85-25181 # p.65 N85-25182 # p.65	N85-27902*# p 127 N85-27903 # p 127	N86-11166 # p.73 N86-11167*# p.73
N85-17041 # p 60	N85-20764 # p 233	N85-25183 # p 65	N85-27904 # p 127	N86-11166 # p.74
N85-17042 # p.80 N85-17043 # p.60	N85-20765 # p.233 N85-20766 # p.234	N85-25184 # p 65 N85-251851 # p 65	N85-27905 # p 127 N85-27906 # p 127	N86-11169 # p.74 N86-11170 # p.74
N85-17044 # p.61 N85-17045 # p.61	N85-20767 # p.234 N85-20768 # p.234	N85-25186 # p.65 N85-25187 # p.65	N85-27907 # p 12?	N86-11171 # p.74
N85-17046 # p.61	N85 20769 # p 234	N85 25188 # p 66	N85-27908 # p 128 N85-27909 # p 128	N86-111 2 # p 74 N86-11173 # p 74
N85-17057 # p 156 N85-17058 # p 156	N85-20770 # p-234 N85-20771 # p-234	N85 25249 # p 96 N85 25784 # p 194	N85-27910 # p 128 N85-27911 # p 128	N86-11174 # p.75 N86-11175 # p.75
N85 17059 # p 156 N85 18988 # p 97	N85-20772*# p 234	N85-25785 # p 194	N85 28913 # p 69	N86-11176 # p 15
N85-19269 # p 172	N85 20773 * # - p 235 N85 20774 - # - p 235	N85-25786 # p 195 N85-25787 # p 195	N85-28914 # p 69 N85-28915 # p 70	N86-15256 # p.82 N86-15257 # p.82
N85-19270 # p 172 N85-19271 # p 173	N85-20775 # p.235 N85-20776 # p.235	N85 25788 # p 195 N85 25789 # p 195	N85 28916 # p 70 N85 28917*# p 70	N86-15258 # p.62
N85-19272 # p 173	N85-20777 # p 235	N85 25801 # p 19.1	N85-28918 # p.70	N86-15259 # p.82 N86-15260 # p.83
N85 19273 # p 173 N85 19274 # p 173	N85-20778 # p 235 N85-20779 # p 235	N85 26367 # p 236 N85 26638 # p 66	N85 28919 # p 70 N85-28920 # p 70	N86 15261 # p.83 N86 15262 # p.83
N85-19275 # p 173 N85-19276 # p 173	NB5 21157 # (r.±1 NB5 21969 # → 217	N85 26639 # p 66	N85-29116 # p 158	N86 15263 # p 83
N85-19277 # p 174	N85 21970 # p 217	N85 26641 # p 66	N85 29686* # - p 236 N85 29757 # - p 236	N86 15264 # p 83 N86 15265 # p 83
N85 19278 # p 174 N85-19279 # p 174	N85 21971 # p 217 N85 21972 # p 217	N85 26642 # p.66 N85 26643 # p.66	N85 29758 # p 236 N85 29759 # p 236	N86 15266 # p 83 N86 15267 # p 84
N85 19280 # p 174 N85 19281 # p 174	N85-21973 # p.217	N85 26644 # p 66	N85 29760 # p 2 l6	N86-15268 # p.84
N85 19282 # p 174	N85-21974 # p.17 N85-21975 # p.218	N85 26645 # p6" N85 26646 # p6"	N85 29761 # p 237 N85-29762 # p 237	N86 15269 # p 84 N86 15270*# p 84
N85-19283 # p 174 N85-19284 # p 175	N85-21976 # p.218 N85-21977 # p.218	N85-26647 # p.67 N85-26648 # p.67	N85-29763 # p.231 N85-29764 # p.231	N86 15271"# p.84
N85-19285 # p 175	N85 22350 # p 61	N65 26649 # p 67	N85 29765 # p 231	N86-15272 # p.84 N86-15273 # p.84
N85-19286 # p 175 N85-19287 # p 175	N85-22351*# p 61 N85-22352 # p 61	N85-26650 # p.67 N85-26651 # p.67	N85 29766 # p 237 N85 29767 # p 238	N86 15274 # p.84 N86 15275 # p.85
N85-19288 # p 175 N85-19289 # p 175	N85-22353*# p.61	N85-26652 # p 68	N85 29768 # p 236	N86 16374 # p 151
N85-19290 # p 176	N85-22354 # p 62 N85-22355 # p 62	N85 26653 # p 68 N85 26654 # p 68	N65-29769 # p.238 N85-29770 # p.238	N86 19298 # p 85 N86 19299 # p 85
N85-19291 # p 176 N85-19292 # p 176	N85 22356* # p 62 N85-22357 # p 62	N85-26655 # p 68 N85-26656 # p 68	N85 29771 # p 238 N85-29772 # p 238	N86 19300 # p 85
N85-19293 # p 176	N85-22358 # p 62	N85-26657 # p 68	NA5-29773 # p 238	N86 19627 # p 197 N86 19628 # p 197
N85-19294 # p 176 N85-19295 # p 176	N85-22359 # p 62 N85-22360 # p 62	N85-26658 # p 69 N85-26659 # p 69	No5 29774 # p 239 N65-29775 # p 239	N86-19629 # p 197 N86-19630 # p 197
N85-19296 # p 176 N85-19297 # p 177	N85-22361 # p.63	N85 26660 # p 69	N85-31026 # p.82	N66-19631 # p 197
N65-19298 # p 177	N85-23754*# p 91	N85-26661 # p 69 N85-26662 # p 69	N85-31029 # p.82 N85-31030 # p.82	N86-19632 # p 198 N86-19633 # p 198
N65-19299 # p 177 N85-19300 # p 177	N85-23765 # p.91 N85-23766 # p.91	N85-28686 # p.81 N85-28730 # p.121	N85-31805 # p 218 N85-31806 # p 218	N86 19634 # p 198
N85-19301 # p 177	N85-23767 # p.91	N85-26731 # p 121	N85-31807 # p.218	N86-19635 # p 198 N86-20376 # p 85
N85-19302 # p 177 N85-19303 # p 178	N85-23768 # p 91 N85-23769 # p 92	N85-26732 # p 121 N85-26733 # p 121	N85-31808 # p 219 N85-31809 # p 219	N86-20399 # p 128 N86-20400 # p 128
N65-19304 # p 178 N65-19305 # p 178	N85-23770 # p 92 N85-23771 # p 92	N85-26734 # p 121	N85-31810*# p 219	N86-20401 # p 129
N85-19306 # p 178	N85-23772 # p 92	N85-26736 # p 121 N85-26736 # p 121	N85-31811 # p 219 N85-31812*# p 219	N86-20402 # p 129 N86-20403 # p 129
N85-19307 # p 178 N85-19306 # p 178	N85-23773 # p 92 N85-23774 # p 92	N85-26737 # p 121 N85-26738 # p 122	N85-31813 # p 220 N85-31814 # p 220	N86-20404 # p 129
N85-19653 # p 228 N85-19654 # p 228	N85-23775 # p 92 N85-23776 # p 92	N85-26739 # p 122	N85-31815*# p 220	N86-20405 # p 129 N86-20406 # p 129
W PAGE		N85-26740 # p 122	N85-31816 # p 220	N86-20407 # p 129

1100-20100				
N86-20408 #	p 130	N86-27243 #	p 145	N86-29827 # p 111
N86-20409 #	p 130	N86-27244 #	p 145	N86-29828 # p 111
N86-20415 # N86-20416 #	p 132 p 132	N86-27245 #	p 145	N86-29829 # p 112 N86-29830 # p 112
N86-20417*#	p 133	N86-27246 # N86-27247 #	p 146 p 146	N86-29830 # p 112 N86-29831 # p 112
N86-20418*#	p 133	N86-27248*#	p 146	N86-29832 # p 112
N86-20419*#	p 133	N86-27249°#	p 146	N86-29833 # p 112
N86-20420*#	p 133	N86-27250°#	p 146	N86-29834 # p 112
N86-20421 # N86-20422 #	p 133 p 133	N86-27251 # N86-27252*#	p 147 p 147	N86-29835 # p 112 N86-29836 # p 113
N86-20423 #	p 133	N86-27253 #	p 147	N86-29837 # p 113
N86-20424 #	p 134	N86-27254 #	p 147	N86-29838 # p 113
N86-20425 #	p 134	N86-27255 #	p 147	N86-29839 # p 113
N86-20426 # N86-20427 #	p 134 p 134	N86-27256 # N86-27257 #	p 147 p 147	N86-29840 # p 113 N86-29841 # p 113
N86-20428*#	p 134	N86-27258 #	p 147	N86-29841 # p 113 N86-29842 # p 113
N86-20429 *#	p 134	N86-27259 #	p 148	N86-29843 # p 114
N86-20430*#	p 134	N86-27260 #	p 148	N86-29844 # p 114
N86-20431*# N86-20580 #	p 135 p 158	N86-27261°#	p 148	N86-29845 # p 114
	p 107	N86-27262 # N86-27263 #	p 148 p 148	N86-29846 # p 114 N86-29847 # p 114
N86-24903 #	p 180	N86-27264 #	p 148	N86-29848 # p 114
N86-24994 #	p 198	N86-27265*#	p 148	N86-29849 # p 115
N86-25360 # N86-25361 #	p 107 p 107	N86-27266 # N86-27350 #	p 149	N86-29850 # p 115
N86-25362 #	p 107	N86-27531 #	p 142 p 181	N86-29851 # p 115 N86-29852 # p 115
N86-25363 #	p 107	N86-27532 #	p 181	N86-29853 # p 115
N86-25364 #	p 108		p 181	N86-29854 # p 116
N86-25365 # N86-25366 #	p 108	N86-27534 #		N86-29855 # p 116
N86-25367 #	p 108 p 108	N86-27535 # N86-27536 #	p ioi	N86-29856 # p 116 N86-29857 # p 116
N86-25368 #	p 108	N86-27537 #		N86-29858 # p 116
N86-25369 #	p 108	N86-27538 #	p 182	N86-29859 # p 116
N86-25370 #	p 108	NB6-27539 #	p 182	N86-29860 # p 116
N86-25371 # N86-25372 #		N86-27540 # N86-27541 #		N86-29861 # p 117 N86-29862 # p 117
	ρ 109	N86-27542 #		N86-29862 # p 117 N86-30309 # p 225
N86-25374 #	p 109	N86-27543 #		N86-30310 # p 225
N86-25375 #		N86-27544 #		N86-30311 # p 225
		N86-27545 #		N86-30312 # p 226
		NBG-27546 # NBG-27547 #		N86-30313 # p 226 N86-30314 # p 226
	p 110	N86-27548 #		N86-30315 # p 226
	p 110	N86-27549 #		N86-30316 # p 226
	p 110	N86-2755C #		N86-30317 # p 226
	p 110 p 111	N86-27551 # N86-27552 #		N86-30318 # p 227
N66-26316 #	p 88	N86-27553 #		N86-30319 # p 227 N86-30320 # p 227
	p 88	N86-27554 #		N86-30321 # p 227
N86-26316 #	98 q	N86-27555 #		N86-30322 # p 227
N86-26319 #	p 86 p 89	N86-27556 #		N96-30323 # p 227
N86-26320 # N86-26321 #	p.89-	N86-27557 # N86-27558*#		N86-30324 # p 227 N86-30325 # p 228
N86-26322 #	p 89	N86-27559 #		N86-30326 # p 228
N66-26323 #	p 80	N86-27560 #		N86-30327 # p 228
N86-26324 #	p 89	N86-27561 #		
N86-26325 # N86-26326 #	p 89 p 90	N86-27562 #		
N86-26327 #	p 90	N86-27563 # N86-27564 #		
N86 26802 #	b 555	N86-27565 #		
N86-26803 #	p 222	N86-28337 #	p 187	
N86-26804 #	p 222	N86-28338 #	p 187	
N86-26805 # N86-26806 #	p 222 p 222	N66-26339 # N66-26340 #	p 187	
N86-26807 #	p 222	N66-26341 #	p 167	
NB6-26808 #	p 223	N86-28342 #	p 167	
N86-26809 #	p 223	N86 26343 #		
N86-26810 # N86-26811 #	p 223 p 223	N86 26344 # N86-26345 #	p 188	
	p 223	NR6 28346 #		
N86-26813 #	p 223	N86-28347 #	p 188	
N66-26814 #	0 223	N86-28348 #	p 186	
N86-26815 # N86-26816 #	p 223 p 224	N86-28349 # N86-28350 #		
N66-26817 #	p 224	N86 28351 #	p 189 p 189	
N66-26618 #	p 224	N86-28352 #	p 189	
Nec-26819 #	p 224	N86-28353 #	p 189	
N66-26820 # N66-26821 #	p 224 p 224	N86-28354 #	p 189	
N86-26822 #	p 224 p 224	N86-26355 # N86-26356 #	p 189 p 189	
N86-26823 #	p 225	N86-28357 #	p 190	
N86-26824 #	p 225	N86-28358 #	p 190	
N86-26625 #	p 225	N86-28359 #	p 190	
N86-27224 # N86-27225 #	p 143 p 143	N86-28360 # N86-28361 #	p 190 p 190	
N86-27226 #	p 143	N86-28362 #	p 190 p 191	
NBS-27227 #	p 143	N86-28363 #	p 191	
N86-27228 #	p 143	N86-28364 #	p 191	
N86-27229 # N86-27230 #	p 143 p 143	N66-28365 # N66-28366 #	p 191 p 191	
N86-27231 #	p 144	N86-28367 #	p 191 p 192	
NB6-27232" #	D 144	N86-28368 #	p 192	
N66-27233" #	p 144	N86-28369 #	p 192	
N86-27234 # N86-27235 #	p 144 p 144	N86-28370 # N86-28371 #	p 192	
N66-27235 #	p 144 p 144	N86-28371 # N86-28372 #	p 192 p 193	
N86-27237*#	p 144	N86-28373 #	p 193	
N86-27238 #	P 145	N86-28374 #	p 193	
N86-27239 #	p 145	N86-29823 #	p 111	
N86-27240 #	p 145	N86-29824 #	p 111	
N86.27941 #	D 145	NAS. 20826 #		
N86-27241 # N86-27242*#	p 145 p 145	N86-29825 # N86-29826 #	p 111 p 111	